

GRAIN DEALERS JOURNAL

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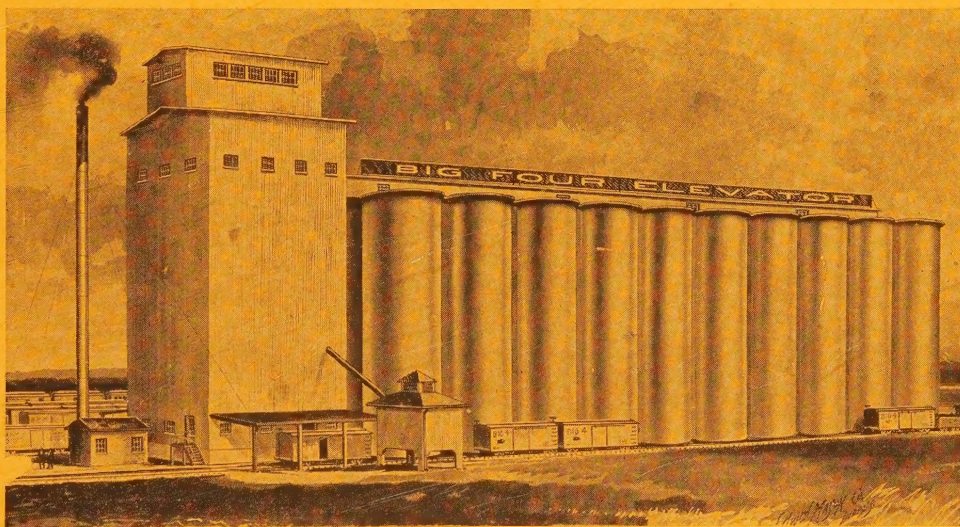
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Indianapolis

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COMMISSION MERCHANTS



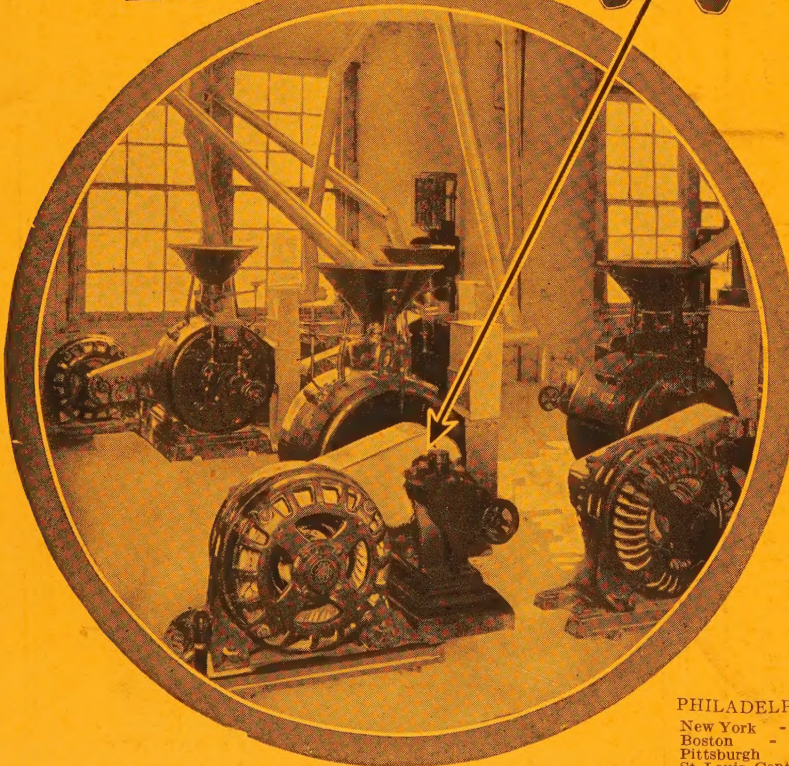
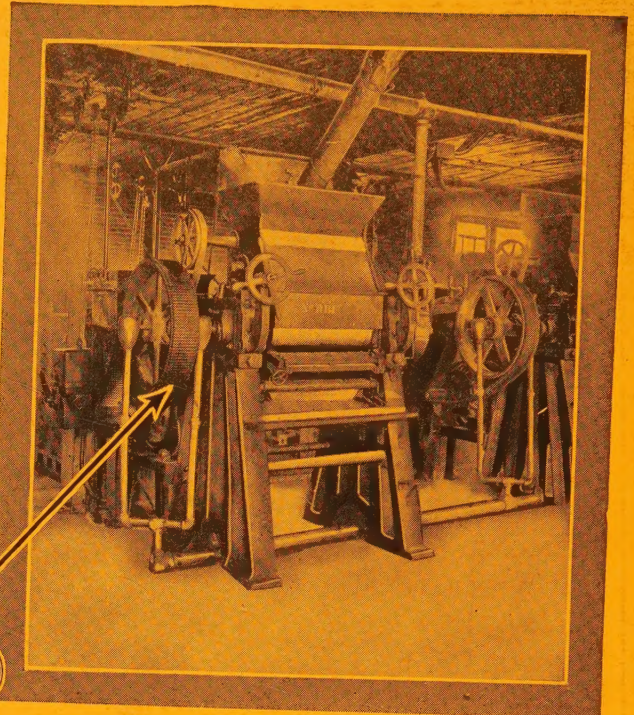
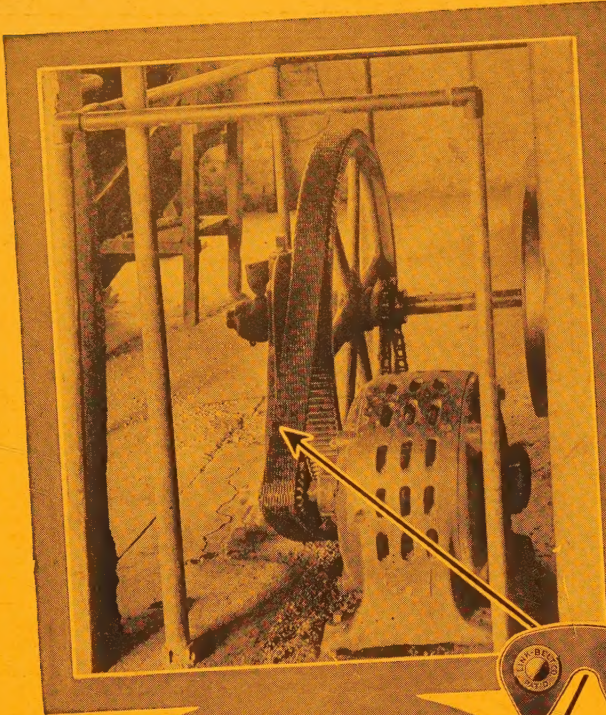
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Seattle - 820 First St.
Portland, Ore. - First and Star
San Francisco - 168 2
Los Angeles - 163 N. Los Ange
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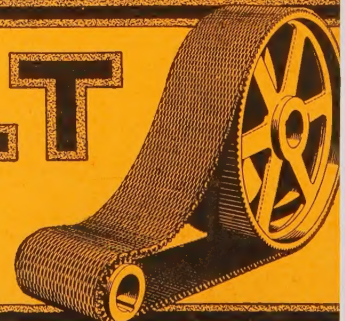
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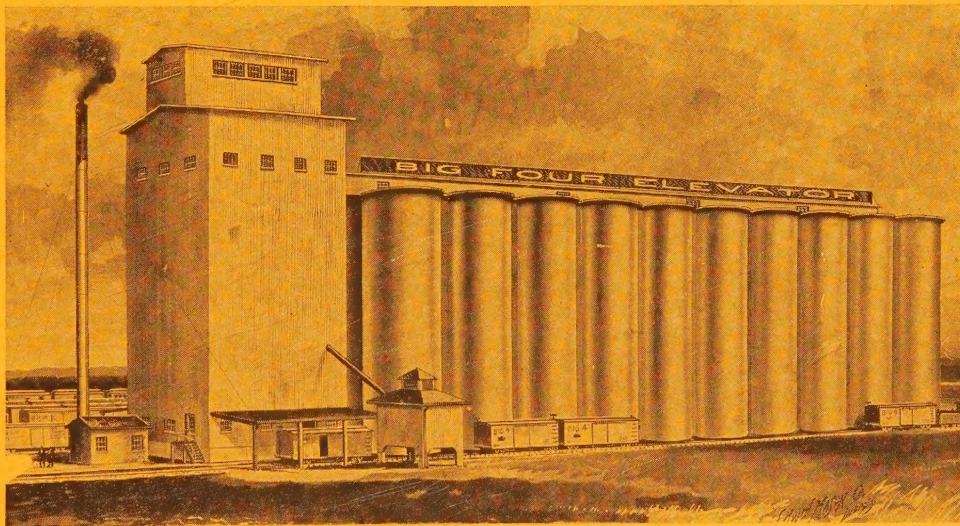
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URMSTON GRAIN CO.

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Buffalo

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Urmston Grain Co.,

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Commission Merchants.

Harold, A. W.,

Grain—Earley a Speciality.

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Grain Commission.

Churchill Grain & Seed Co., The

Receivers and Shippers.

Seymour-Wood Grain Co.,

Consignments.

The Townsend-Ward Co.,

Grain Merchandising and Consignments.

Armour Grain Co.,

Grain Merchants.

McKillen, Inc., J. G.,

Receivers and Shippers.

Davis, Inc., A. C.,

Grain Commission.

Pratt & Co.,

Receivers and Shippers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ALBANY, GA.

Bush, V. R., flour, feed, grain broker.
Georgia Commission Co., mdse. and grain brokers.
Martin & Co., Roy, broker, grain and feedingstuffs.

ATCHISON, KANS.

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Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.*

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Gregg & Son, J., wholesale brokers, grain, hay.*

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Cranston & Co., A., brokers, grain, hay, feed.
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.
Eve & Co., H. C., grain, grain pmts., mdse., brokers.
Fletcher & Co., V. W., brokers, hay, grain, flour, feed.
Lamb & Hollingsworth, brokers, grain, flour, feed.*

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Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pmts., hay, mdse.
Western Grain Co., mfrs. mxd. feed, crn. meal, grits.*

BOSTON, MASS.

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BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.
Ogg, C. D., mdse., grain & feedstuffs.
Taylor, C. A., grain, hay, feed broker.

BUFFALO, N. Y.

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Gee-Lewis Grain Co., Larley and rye.*
Globe Elevator Co., receivers & shippers.*
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McKillop, Inc., J. G., receivers and shippers.*
Kennedy & Co. Chas. wheat a specialty.*

BUFFALO (Continued)

Pratt & Co., receivers, shippers of grain.*
Ratliffe, S. M., commission merchant.
Seymour-Wood Grain Co., consignments.*
Taylor & Bournique Co., grain merchants.
Townsend Ward Co., The, consignments.*
Urmston Grain Co., grain commission.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

*Member Grain Dealers National Association.

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Board of Trade Members.
Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Magee-Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.
Hood Feed Co., flour, feeds, field seeds.
Lookout Brokerage Co., grain, feeds, mdse.

CHICAGO, ILL.

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Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
ReQua Bros., wheat a specialty.
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Urdike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

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Early & Daniel Co., grain, hay, feed.
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

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Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, revrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.*

COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.*
Dexter & Hamburger, grain, hay, feed, flour brokers.*
Joseph Co., Dan, grain, grain products.*
Watkins & Co., L. C., mdse. and grain broker.

CRAWFORDSVILLE, IND.

McCardle-Black Co., grain commission merchants.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Decatur Coal & Mfg. Co., grain and feedstuffs.
Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.
Ayres Merc. Co., The F. C., grain, flour, feed.
Best & Co., J. D., corn, oats, barley.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy and sell grain and beans.*
Elder Grain Co., F. W., "Always Working."
Flanley Grain Co., wholesale grain.
Gallagher Grain Co., grain merchants.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
O'Donnell Grain Co., wholesale grain.*
Phelps Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The W. F., wholesale hay.

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Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Taylor & Patton Co., corn and oats.
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain, hay consignments a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.
Swift Grain Co., consign or ask for bid.*

DODGE CITY, KANSAS.

Hillyer Grain Co., grain.

DUBLIN, GA.

Barton, J. W., commission merchant.
Farmers Co-op. Elev. & Mills, grain and feed.*
Peacock, R. T., broker.
Pope, J. T., flour and corn miller.
Smith Brothers, brokers, mdse., grain, feedstuffs.*
Walker, C. L., merchandise broker.

DULUTH, MINN.

Board of Trade Members.
Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FLOYDADA, TEXAS.

Marshall Grain Co., shippers of mlo.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.
Dorsey Grain Co., receivers, shippers.
Rothschild Brokerage Co., grain, c/s pmts., rice b/p.*

FRANKFORT, IND.

McCardle-Black Co., grain commission merchants.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HAGERSTOWN, MD.

Valley Brokerage Co., feed, grain, hay broker.*

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pmts.*
Koehler-Twisdale Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., fr.

HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HILLSBORO, KANSAS.

Hillsboro Roller Mills, gr. dlsrs., fr., chick feed.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Ayres Grain Co., grain merchants.*
Beyer Grain Co., consignments, mill orders.
Bohn-Hall Grain Co., grain merchants.
Central Grain Co., The, buyers for mills.
Davidson Grain Co., receivers and shippers.
Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Goffe & Carkeener, private wire.*
Hausam-Bateman & Co., grain buyers and sellers.
Hayes Grain Co., John, grain merchants.
Hinnar-Yates Grain Co., receivers & shippers.*
Hutchinson Grain Co., grain merchants.
Hutchinson Term. Elvtr. Co., consignments.*
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausam & Company, grain merchants.
Jennings Grain Co., C. D., consignments.*
Kansas Grain Co., buyers and sellers.
Larabee Flour Mills Corp., hard wheat millers.
McClure Grain Co., J. B., buyers and sellers.*
Moore Grain Co., consignments-buyers of grain.
Oswald Grain Co., dark hard turkey wheat, specialty.
Pettit Grain Co., L. H., grain merchants.
Prairie Grain Co., buyers & sellers milling wheat.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
Vanderslice-Lynds Co., grain commission merchants.
The Security Ele. Co., receivers, shippers millo kafir.
Union Grain Co., grain merchants.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.
Cleveland Grain & Milling Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Hayward-Rich Grain Co., grain commission.*
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Menzie Grain & Bkg. Co., Carl D., grain commission.
Montgomery & Tompkins, receivers and shippers.
Probst & Kassebaum, Inc., hay, grain, feed.
Steinhart Grain Co., commission and brokerage.*
Urmonst Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Field Co., Robt., succ. to P. L. Brittain Co.
Royal Feed & Mfg. Co., mixed feed mfrs.*

JACKSONVILLE, FLA.

Hulsey-Bessent Co., hay, grain, produce brokers.
Savage & Redavats Co., merchandise & grain brokers.
Smith Co., C. E., gen'l brokers, Havana & Miami.*
Wilson & Parker Co., brokers, grain, feed, hay, etc.*

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Alfalfa Grain Pdts. Co., everything in the feed line.
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Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkeener, receivers and shippers of grain.*
Hall-Baker Grain Co., consignments.
Hipple Grain Co., feterita, kafir, millo.
Larabee Flour Mills Corp., The, mlsr. "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*
Mensendieck Grain Co., consignments.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Moritz & Co., C., consignments.*
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, millo.*
Roeben Grain Co., E. E., consignments.*
Root Grain Co., consignments and futures.*
Secular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., consignment futures.
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

LEAVENWORTH, KANS.

Wilson-Legler Hay & Grain Co., branch at Kansas City.

LIBERAL, KANS.

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Vickers Grain & Seed Co., grain and field seeds.

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Grain Exchange Members.

Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster, E. D., feeders supplies.
Lincoln Grain Co., grain merchants.*
Wright-Leet Grain Co., receivers and shippers.

LITTLE ROCK, ARK.

Grain Exchange Members.

Cable & Stockton, hay, grain, feed.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.*
Wilson Co., John R., grain brokers.

LOS ANGELES, CALIF.

Pacific Grain & C. S. P. Co., grain & c/s meal.

LOUISVILLE, KY.

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Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruechtenicht, Henry, grain, feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

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Moon-Taylor Co., grain and hay brokers.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

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Buxton, E. E., broker and commission merchant.*
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Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Delta Flour & Feed Co., flour, feed, meal, grains.
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers.
Hasenwinkle, H. J., consignments.
International Sugar Feed Co., feed mfrs. and grain.
Lovitt & Co., L. B., cotton seed and peanut products.
Mississippi Elevator Co., grain dealers, feed mfrs.*
Pease & Dwyer, grain, mixed feed.
Quaker Oats Co., feed & cereal mfrs.
Royal Feed & Milling Co., mixed feed mfrs.
Sessum Grain Co., grain, mixed feed.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J., whlse. gro., grain, feed.
Meyer Bros., wholesale groc., grain, feed.
Sturgis Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whlse grain, feed, fr., gro.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

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Bartlett & Son Co., L., grain com. merchants.*
Bell Co., W. M., commission merchants.*
Blanchard Grain Co., grain receivers.*
Blanchard Grain Co., "Always Dependable."*
Buerger Commission Co., grain and seed.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlsr. grain and feed.*
Flanley Grain Co., consignments solicited.
Franke-La Budde Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Kamm Company, P. C., grain shippers.*
Lauer & Co., J. V., grain merchants.
Merriam Commission Co., consignments.
Milwaukee Grain Commission Co., grain commission.*
Mitchell Co., W. C., commission merchants.*
Mohr-Holstein Commission Co., grain merchants.*
Rang & Co., Henry, commission merchants.*
Rankin, M. G., & Co., grain and feed.*
Rialto Elvtr. Co., grain receivers and shippers.*
Runkel & Daddun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*
Uplike Grain Co., consignments solicited.*

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Benson, Quinn Co., grain commission.*
Cargill Commission Co., grain commission.
Carter-Sammis & Co., grain commission.*
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Malmquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Mitchell Co., W. C., grain commission.*
Poehler Co., H., grain commission.*
Seidl, Frank J., all grains and feeds.
Sterling Grain Co., receivers and shippers all grains.*
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oats and screenings.
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.

MOULTRIE, GA.

Delay, A. J., flour and grist mill.
Moultrie Mill & Elvtr. Co., grain and feedingstuff.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Fox Co., C. E., exporters.
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.
Matthews Sons, Geo. B., mill feed manufacturers.
Nathan & Pettis, fwdg. agt. & expt. fght. broker.*
Neumond, Inc., K. & E., dlsr. & expts in feed articles.
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Waterman & Co., J. S., gr. flour & fd. bkrs., fr. jobs.*

NEW YORK CITY.

Produce Exchange Members.

Brainard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Therrien, A. F., broker.*

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Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.*
Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Coyle Co., The W. H., c/s pdts., grain, hay.
Dustin Grain Co., grain, feed, seeds.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.
Maney Export Co., grain merchants.
Marshall Grain Co., grain, feed, seeds.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., receivers and shippers.*
Kern Co., brokers and commission merchants.*
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Maney Grain Co., The, consignments.*
Miller Wilson Grain Co., receivers and shippers.
Roberts Grain Co., Geo. A., grain merchants.
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., brokers.
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Uplike Grain Co., consignments.*

OTTAWA, KANS.

Ross Milling Co., The, millers, hard wheat flour.

PALATKA, FLA.

Campbell, John T., mdse. and grain brokers.

PARIS, ILL.

McCardle-Black Co., grain commission merchants.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

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Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Harrison, Ward & Co., receivers & shippers.
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. C., grain commission.*
Mueller Grain Co., receivers and shippers.*
Shaffer Grain Co., J. C., receivers & shippers.*
Slick, L. E., consignments solicited.
Turner Hudnut Co., receivers and shippers.
Tyng Grain Co., commission merchants.*
White Grain Co., consignments solicited.

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.
McKay, Donald, grain and millfeeds.
Magee & Co., Geo. A., receivers & shippers.
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Standard Hay & Grain Co., grain and hay.
Stites, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.
Hardman & Heck, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.
McCaffrey & Sons, Daniel, hay & grain.
McCague, R. S., grain, hay.
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Stewart & Co., Jesse C., grain and mill feed.
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed.
Doten Grain Co., The, grain, feed, flour.
Maine Grain Co., grain, feed and flour.
Paris Flouring Co., flour, grain and feed.*

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain hay, and feed.*

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Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain

SALINA, KANS.

Board of Trade Members.

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Beyer Grain Co., The, consignments and mill orders.
Geo. E. Gano Grain Co., The, receivers & shippers.
Richter Grain Co., wheat, coarse grains & millfeed.
E. L. Rickel, grain receiver and shipper.
Service Grain Co., grain, feed, grain products.
Weber Flour Mills Corp., millers, exporters, grain dms.
Wright-Wilson Grain Co., milling wheat.

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whlse grain, hay, flour, feed*

SAVANNAH, GA.

Manucy, J. E., whlse, feed & grain broker.
Moore & Co., grain, hay, cottonseed pdts.

SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.
Lilly Co., The Chas. H., seed merchants.*
Webster & Co., E. A., grain commission, oriental seeds.

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Grain Exchange Members.

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Marshall Han Grain Co., consignments solicited.*

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Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Measmore Grain Co., recvrs. grain, hay, seeds.
Bushfield Grain Co., receivers and shippers.
Claiborne Commission Co., commission merchants.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Merton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

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Button Co., L. C., grain commission.
Bailey, Walter H., grain merchants.*
McCaull Dinsmore Co., commission.*
Morris Grain Co., brokers.
Rumsey & Co., receivers of consignments.*
Western Terminal Elevator Co., receivers and shippers.

SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.*

STERLING, COLO.

Elder Grain Co., F. W., grain, hay, feed.
Moritz Grain Co., C., wholesale grain.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.
Harman & Hulsey, grain, hay, millfeed brokers.*
Hart & Co., E. H., grain & feedingsuffs broker.
Miller-Jackson Grain Co., grain & feed dealers.*
Spence Brokerage Co., grain, feed, alf. meal, hay.
Quinby, Edmund B., mdse. & feedingsuffs broker.

THOMASVILLE, GA.

Burch & Son, W. H., corn millers.
South Georgia Brokerage Co., brokers.
Thomasville Elvtr. Co., corn, velvet beans, field seeds.

TOLEDO, OHIO.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.
Morehouse & Co., wholesale grain and seeds.
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.
Zahn & Co., J. F., grain seeds.*

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Derby Grain Co., wheat, corn, oats, and millfeed.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.

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Turon Mill & Elvtr. Co., corn, wheat, millfeed, flour.

VALDOSTA, GA.

Birdsey Commission Co., mdse. and grain brokers.
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Valdosta Mill & Elvtr. Co., grain, corn meals, feeds.

VASS, N. C.

Vass Milling Co., grain, feed, flour.*

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Wilkins-Rogers Mlg. Co., Inc., receivers and shippers.

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Board of Trade Members.

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Blood-Pickerill Grain Co., consignments, mill orders.
Carroll Grain Co., recvrs-shippers-grain, feed.*
Claiborne Commission Co., commission merchants.*
Clark Burdg Grain Co., consignments.*
Clark Grain Co., C. M., all kinds grain and feed.
Craig Grain Co., J. W., consignments and mill orders.
Groth, Samuel C., milling wheat and feed.
Hayes Grain Co., John, Okla.-Kan., wheat for mills.*
Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.*
Kramer Grain Co., receivers and shippers.*
Raymond Grain Co., consignments.
Schaefer Grain Co., The, general grain dealers.*
Smith Elevator Co., receivers and shippers.*
Strong Trading Co., wholesale grain and feed.*
Wallingford Bros., receivers and shippers.*
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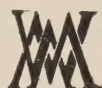
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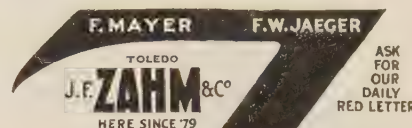
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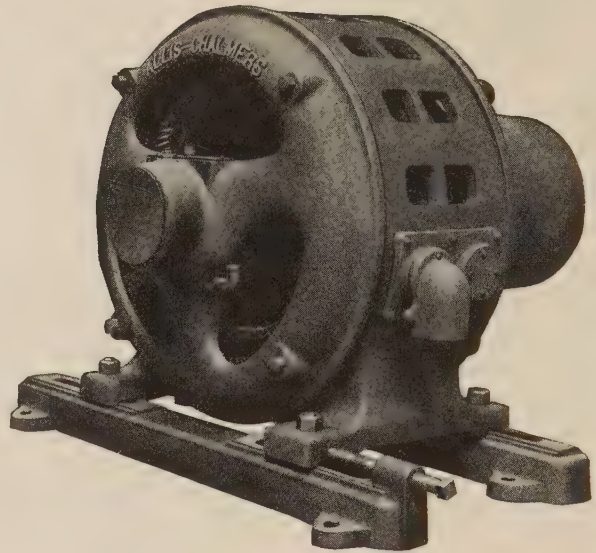
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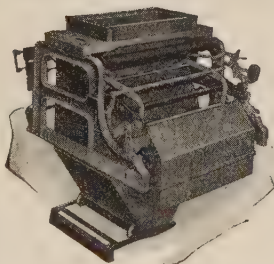
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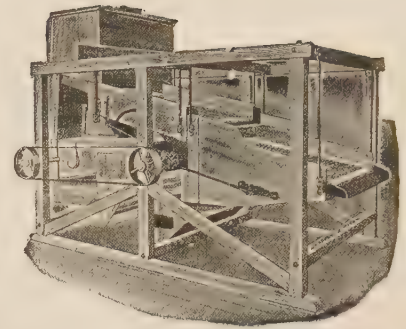
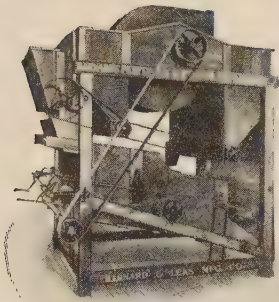
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Ft. Dodge, Ia.; Hastings, Nebr.; Aberdeen, S. D.; Fargo, N. D.



RETURN TO NORMALCY!

Reduce Prices—Charge Off Loss Return to Normalcy

This policy was adopted by us six months ago. We were the FIRST in our line to make the sacrifice, and hundreds of Millers have greatly profited by our REDUCED PRICES.

YOU, too, can help bring about normal conditions in business by placing your orders with us now for the required new Elevating, Conveying, Feed Mill and Transmission machinery—Repair parts, Roll Grinding and Corrugating, etc.

BARNARD-MOLINE QUALITY GRAIN HANDLING MACHINERY

Economical—Durable—Efficient

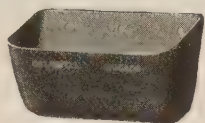
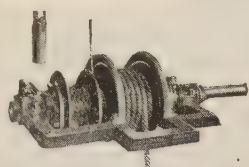
BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

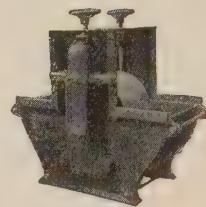
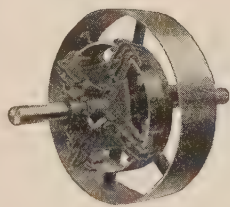
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



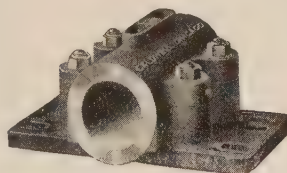


Conveying, Elevating and Power Transmitting Machinery

"HELICOID" AND SECTIONAL FLIGHT SCREW CONVEYOR, STEEL CONVEYOR TROUGHS, STEEL LEG CASINGS, BOOTS, BUCKETS AND BOLTS FOR ELEVATORS, CAR PULLERS, POWER GRAIN SHOVELS, DISTRIBUTING SPOUTS, TURN HEADS, BELT CONVEYORS, PULLEYS, GEARS, BEARINGS, SHAFTING, FRICTION CLUTCHES.

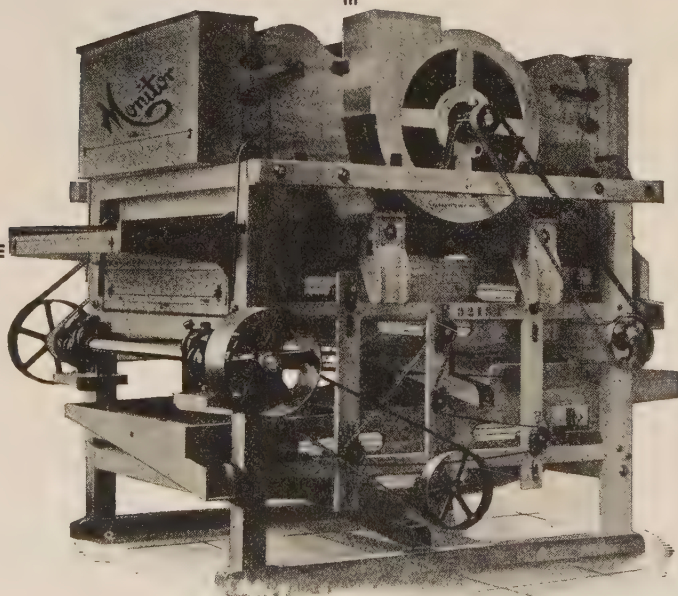
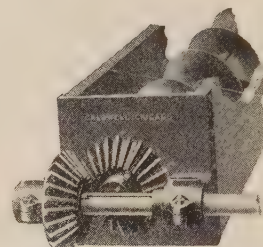


CATALOG No. 45 SENT ON REQUEST



H. W. Caldwell & Son Co.

CHICAGO--17th St. and Western Avenue
DALLAS, TEX., 709 Main St. NEW YORK, 50 Church St.



Flaxseed, as it runs, is impure—contains much foreign material. This is taken into account when the grade is established.

But, with these impurities removed you advance the grade at once. If you could advance values two cents a bushel, how many bushels would it need to completely pay for a cleaner? A little job of figuring worth your while.

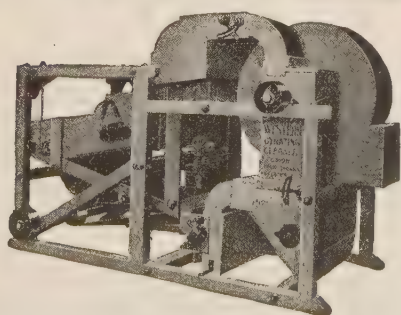
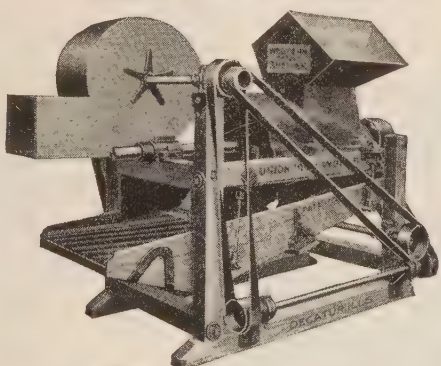
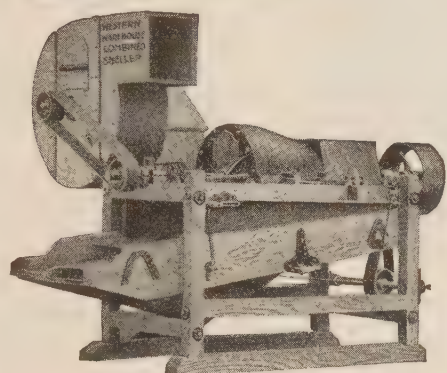
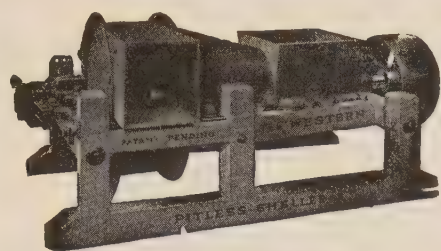
The MONITOR never fails to give the highest possible advance for it gets the impurities.

Canadian Plant
HUNTLEY MFG. CO., Ltd.
Tillsonburg, Ont.

HUNTLEY MFG. CO.

DEPT. B

SILVER CREEK, N. Y.



WESTERN Shellers and Cleaners RANK FIRST IN SERVICE DURABILITY AND EFFICIENCY

We also manufacture a complete line of Grain Elevating and Power Transmission Machinery. A complete stock is always on hand in our plant, making it possible to offer exceptional service in the way of prompt shipment.

Send for our new catalogue No. 27.

*Give Us a Chance to
Prove These Statements*

UNION IRON WORKS
DECATUR, ILLINOIS

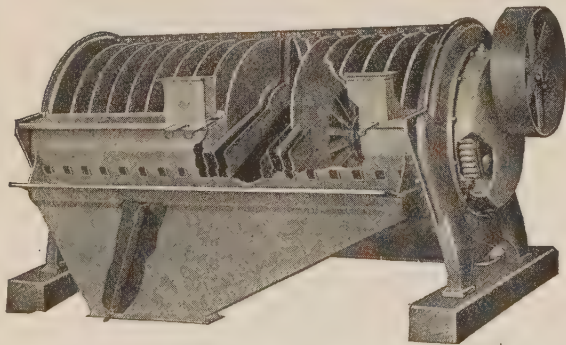
Careless Employees Cannot Run Up Repair Bills on this Separator

Separators are constantly on the shelf for repairs in elevators because their complicated mechanism cannot be properly supervised by the average elevator help. What an elevator man needs to protect his profits is an absolutely fool-proof, simply constructed separator that requires no adjustments or supervision.

The New Carter Disc Separator meets these requirements

There is nothing to get out of order because there are no adjustments to make. An hour's cleaning time, twice a year, is all the attention required for oiling, etc.

You can buy this separator with the money you now spend for repairs on your other separators. Why don't you get full information about it NOW?



THE NEW CARTER DISC SEPARATOR

"A HAND PICKED SEPARATION"

Carter-Mayhew Mfg. Co.
Minneapolis - - Minnesota

In Canada, manufactured and sold by Strong-Scott
Mfg. Co., Ltd., Winnipeg.

OUR MOTTO for over twenty-five years has been SAFETY FIRST.

During these years we have equipped hundreds of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

- | | |
|---------------------|-----------------------------|
| Account Books | Gravity Cleaner |
| Attrition Mill | Herringbone Reduction Gears |
| Bag Closing Machine | Lightning Rods |
| Bags and Burlap | Manlift |
| Bearings { Ball | Moisture Testers |
| Roller | Oat Bleachers and Purifiers |
| Belt | Oat Clipper |
| Boots | Painting or Repairing |
| Buckets | Portable Elevator |
| Car Liners | Power { Gas Engine |
| Car Loader | Kerosene Engine |
| Car Mover | Motors |
| Car Puller | Power Shovel |
| Car Seals | Renewable Fuse |
| Cleaner | Rolls for Cracking Corn |
| Clover Huller | Sample Envelopes |
| Coal Conveyor | Scales |
| Conveying Machinery | Scarifying Machine |
| Distributor | Self Contained Flour Mill |
| Dockage Tester | Separator |
| Dump { Auto Truck | Sheller |
| Wagon | Sieves |
| Dump Controller | Siding-Roofing { Asbestos |
| Dust Collector | Steel |
| Elevator Leg | Silent Chain Drive |
| Elevator Paint | Spouting |
| Feed Mill | Storage Tanks |
| Fire Barrels | Testing Apparatus |
| Grain Driers | Transmission Machinery |
| Grain Tables | Transmission Rope |

or anything used in a grain elevator.

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago



WEBSTER EQUIPMENT

For over forty years Webster has been the leader in the manufacture of conveying and elevating machinery which solves complex material handling problems. During these years numerous combinations of capacity and speed have been designed which will **EXACTLY** meet the specific handling problem of your business.

Webster equipment carries not one ounce of superfluous weight, yet each part is so perfectly balanced that it has ample strength to handle the capacity load it was designed to support and to permanently deliver its share of service. Tests more difficult than ordinary usage would ever exact are given each unit before shipment, as it must satisfactorily meet every demand within its rated capacity.

If you have an elevator or conveying problem, why not solve it **NOW**—with the assistance of experienced engineers and a factory having a history of forty years of uninterrupted service.

The Webster Manufacturing Company

4500-4560 Cortland St., Chicago

FACTORIES: TIFFIN, OHIO, AND CHICAGO.

SALES OFFICES IN PRINCIPAL CITIES

SPEAR



Sample
Envelopes



The Best

**Grain Samples Sent the Spear Way
Always Reach Destination**

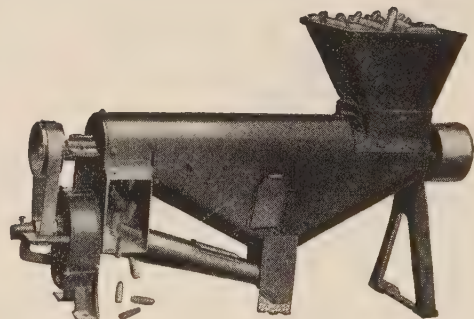
The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.

420 N. 3rd St.

Minneapolis, Minn.



Style A Triumph Corn Sheller

MODERATE IN PRICE

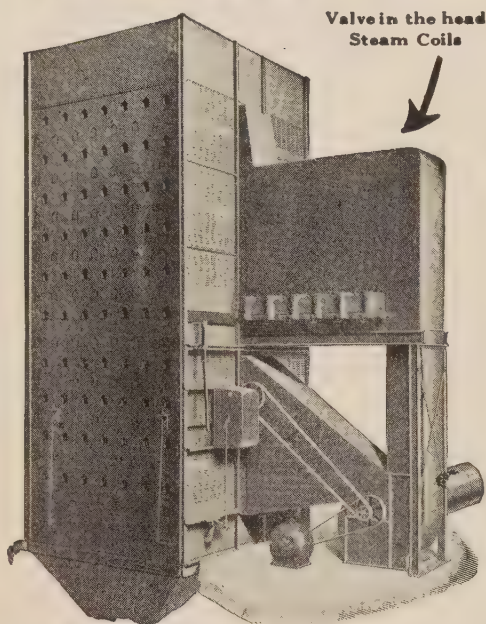
Triumph Corn Shellers shell corn thoroughly without breaking the cob or the kernels. They are well built and dependable, yet moderate in price because of their simplicity.

Bulletin with complete information upon request.

THE C.O. BARTLETT & SNOW CO.

Main Office and Works: Cleveland, Ohio

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

BE PREPARED
BUY AN AUTOMATIC MORRIS
 You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

We Also Offer a Complete Line of Direct Heat Driers

THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

MINNEAPOLIS

WINNIPEG

Motor Driven Attrition Mill; also made for Belt Drive.

Of all known methods for grinding feed, the "BAUER" Ball Bearing Attrition Mill has a reputation for best results, thus assuring the continued patronage of your customers.

THE BAUER BROS. CO.
 506 Bauer Bldg. Springfield, Ohio, U. S. A.
 Makers of Single Disc Mills, Centrifugal Bolt-
 ing Reels, Corn Crackers, Cake Breakers, Etc.

SCIENTIFIC

OUR IMPROVED Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

- " B—Loss in Market Value Due to Delay in Transit.
- " C—Loss in Quality Due to Delay in Transit.
- " D—Loss in Market Value Due to Delay in Furnishing Cars.
- " E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

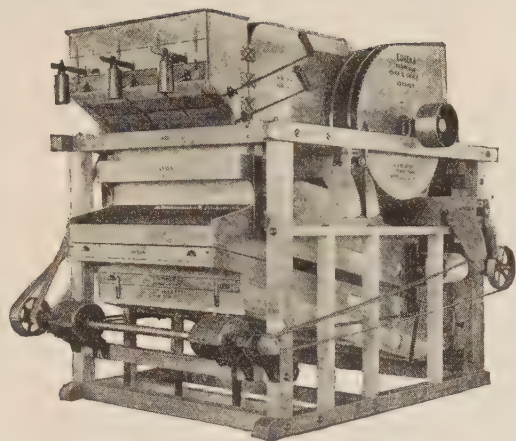
The five forms are well bound in three books, as follows:
 411-A contains 100 sets all Form A. Price, \$2.00
 411-E contains 100 sets all Form E. Price, \$2.00
 411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00.

Send all orders to

GRAIN DEALERS JOURNAL

305 South La Salle Street

CHICAGO, ILL.



This NEW EUREKA

For Cleaning

CORN and SMALL GRAINS

IS

A Masterpiece of Efficiency!

We purposely ask you to forget any preconceived standards you may have had of efficiency, because we believe this Cleaner is going to sweep aside every precedent of desirability that you may have had of any machine designed for a like purpose.

This, our latest offering, represents the utmost in highly developed knowledge and skill.

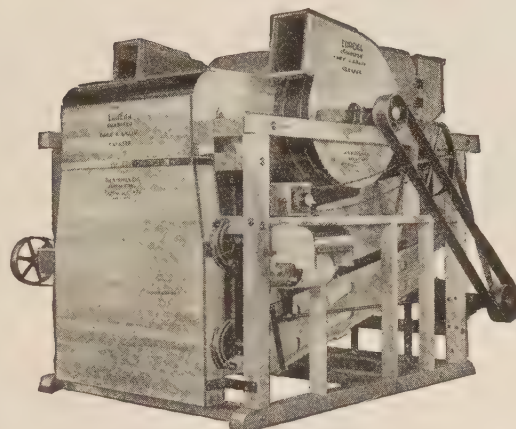


**EUREKA
SERVICE SATISFIES**

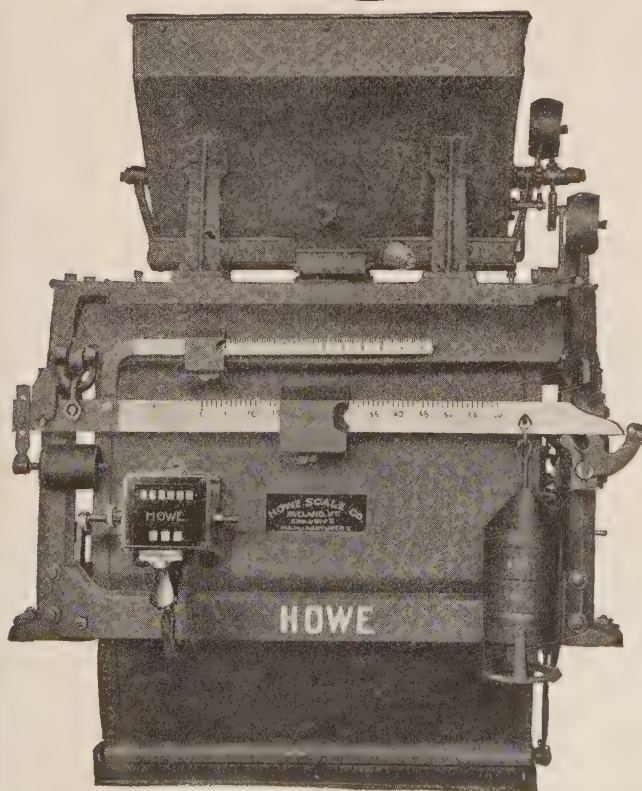


WRITE FOR BULLETIN

S. HOWES COMPANY, Inc.
SILVER CREEK, N. Y.



Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

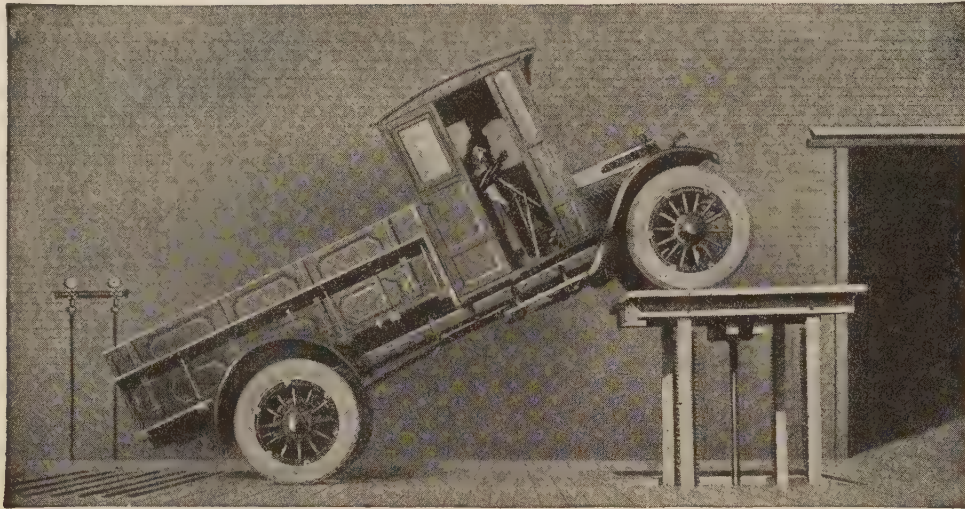
Howe Automatic Scale

This Company has designed a new double recording counter and ticket printing register combined in one—shown in illustration.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS MO., 512-514 St. Charles St.
DALLAS, TEXAS, 600 So. Ervay St.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
PITTSBURGH, PA., 112 Wood St. J. B. Bishop, Mgr.

TRAPP DUMP PRICES ARE REDUCED



We have made a voluntary reduction of prices in anticipation of lower expenses for labor and raw materials.

YOU SHOULD ORDER AT ONCE, as we cannot guarantee how long these prices can remain in effect. You know the reputation of **TRAPP DUMPS**. There is no question but a Trapp Auto Truck Dump or a Trapp Combined Truck and Wagon Dump installed in your elevator would handle all vehicles **QUICKLY AND WITH THE UTMOST SAFETY**. The installation can be made very easily.

Write for full details, free illustrated circulars, and new prices. You should attend to this right away and provide now for modern truck dumping facilities at your elevator.

Trapp-Gohr-Donovan Company

1125-27-29 North 22nd St.

OMAHA, NEBRASKA

Order a Nipp Gravity Automatic Combined-Truck-and-Wagon-Dump

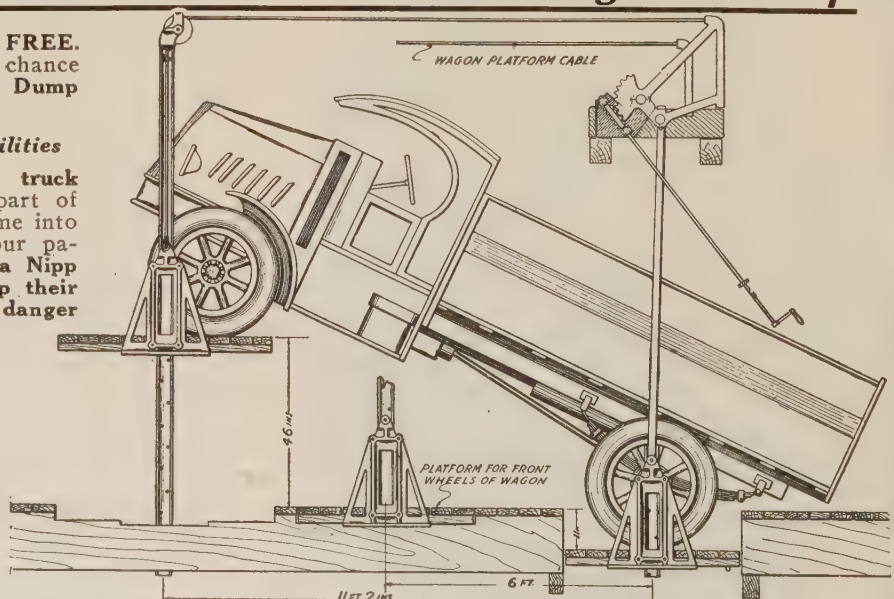
on trial **FOR THIRTY DAYS FREE**. This will give you an exceptional chance to see just what work the Nipp Dump will do before you buy it.

You should modernize your facilities especially those in regard to truck dumping; because that is the part of your work during which you come into direct personal contact with your patrons; and you should provide a Nipp Gravity Dump; for it will dump their trucks quickly, yet with no danger whatever.

The Nipp Dump requires no power

of any kind—nothing excepting the weight of the heavily loaded trucks and wagons. **MECHANICAL ADAPTION OF GRAVITY AND LEVERAGE DOES THE WORK.** The Nipp Dump is now ready for immediate shipment.

ORDER ONE AND GIVE IT A THOROUGH TRIAL for thirty days free.



Puritan Mfg. & Supply Co.

1014 N. 17th Street

Omaha, Nebraska

THIS NEW ALL-STEEL LIFT

Dumps Grain
Easily, Quickly,
Safely



There was a time when elevator men had to buy a new grain spout every time sections wore out, but Kewanee stopped that. Today over 6,000 elevators are equipped with Kewanee Renewable Bottom Grain Spouts, and are saving time, grain and money.

Now comes the new Kewanee 3 in 1 All-Steel Ball-Bearing Lift successfully solving another problem that has bothered elevator owners. For years we have been studying grain dumps, experimenting with them and analyzing their construction. We knew what we wanted—a truck lift without a single weakness, but that would include all the desirable features of every other grain dump made. Kewanee engineers were put on the job to design the best device that could be produced. They succeeded, even beyond our expectation, and here it is.

DUMPS TRUCKS, WAGONS, SLEDS

The new Kewanee 3 in 1 All-Steel Ball-Bearing Lift is the only dump that, with a single unit dumps trucks, wagons, and sleds. It is easier, quicker, more economical and safer than any truck dump ever offered to elevator owners. The photograph above shows its simplicity. The front wheels or runners of the vehicle stand on a platform that is elevated by compressed air, and the grain slides out into the elevator pit. Turning an air valve raises the platform to the desired height in a few seconds without jar or jolt. Opening a blow-off valve, the platform gently lowers itself to its original level, and that's all there is to it. Could anything be more simple? No chains, pulleys or overhead framework to break or get out of order. The saving in time alone makes it the most desirable grain dump made—it can be installed in front of your present wagon dump.

All-Steel Ball-Bearing Construction

Not only is the Kewanee 3 in 1 Truck Lift the simplest dumping device on the market, but the strongest and easiest running. Built entirely of steel, it will support a load of 50 tons, a greater capacity than any other make affords. This extra capacity will take care of future requirements no matter how heavy the truck of tomorrow may be.

Ball-bearing construction is another exclusive Kewanee feature. Between the inner and outer frameworks are built-in high grade ball-bearings. As the platform is raised and lowered it is not only held rigidly in place, but moves easily with almost no friction—that's why less power is required to operate the Kewanee Lift and why it will never become wobbly.

Absolutely Safe

Another point of advantage of the Kewanee Truck Lift is safety. No chance for truck to slide backward with harm to itself and possible injury to bystanders. Both front and back

wheels always stand on a level plane and never on an inclined platform, as is the case with many other truck lifts. Truck wheels never have to be locked with chains—in fact, it is not even necessary to set the brakes—absolute safety for horses' feet and legs is always assured.

Investigate This New Lift

Mail the coupon today and learn more about this new, improved truck lift. We want to show you how we have combined all the advantages and eliminated all the weak points in construction of other dumps on the market. It costs only a postage stamp to get this information and you obligate yourself in no way by asking for it. You owe it to yourself and to your business to inform yourself on the most modern methods for improving your dumping facilities.

Kewanee Implement Co.,
514 Commercial Street,
Kewanee, Ill.

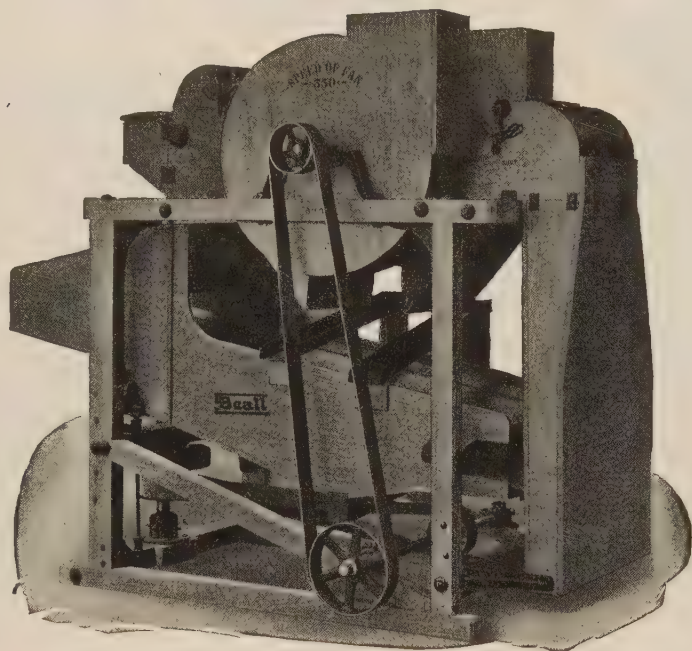
KEWANEE LIFT
All-Steel—Ball-Bearing
KEWANEE IMPLEMENT CO.
514 Commercial Street, Kewanee, Ill.

Without obligating myself in any way,
I would like to learn more about the new
Kewanee All-Steel Ball-Bearing Lift.

Name

Address

The Beall Grain Separator



A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

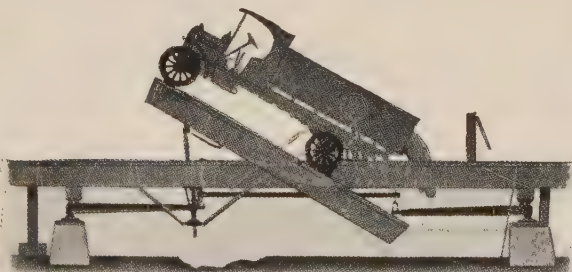
Beall
THE MARK OF QUALITY

The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalogue giving full working particulars and complete details.

Beall Improvements Co., Decatur, Ill.

Use a BENSON TRUCK DUMP

The simplest Combination Dump made for Auto Trucks, Wagons and Sleighs
ENTIRELY HAND OPERATED



We have installed hundreds of truck dumps
and WE KNOW

GRAIN DEALERS SUPPLY CO.

MANUFACTURERS AND CONTRACTORS

Designs and estimates furnished for new elevators
WE BUILD IN WOOD OR CONCRETE

SPECIALISTS IN REPAIR WORK

Write us at

MINNEAPOLIS

MINNESOTA

ACCOUNT BOOKS FOR GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 160 pages or spaces for records of 6560 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2 1/4 lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms, Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate, Under Returns are Destination, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

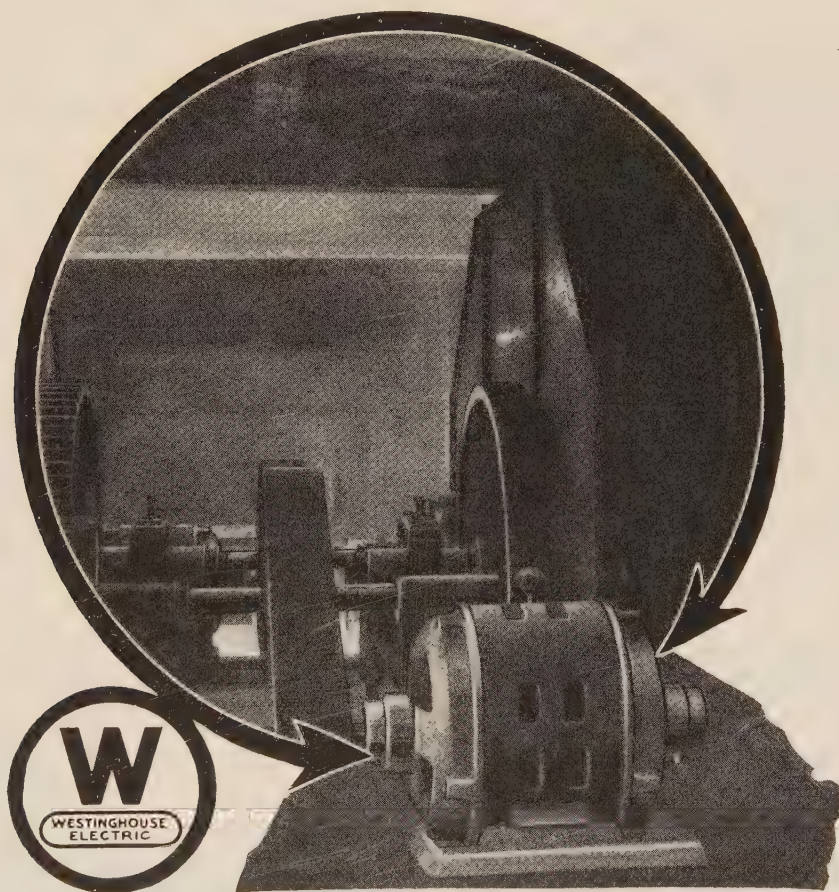
COMPLETE SET FOR \$6.25

GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago, Ill.

Westinghouse

Electrical Equipment *for* Grain Elevators



*Westinghouse
Type C S Motor
driving elevator
legs in
Municipal Grain Elevator,
Astoria, Oregon*

Westinghouse Electrical Equipment for grain elevators possess many time, labor and money saving possibilities that are revealed only by practical application to your individual elevator conditions. If you back your elevator drives with

WESTINGHOUSE MOTORS

you are assured of unsurpassed efficiency and reliability.

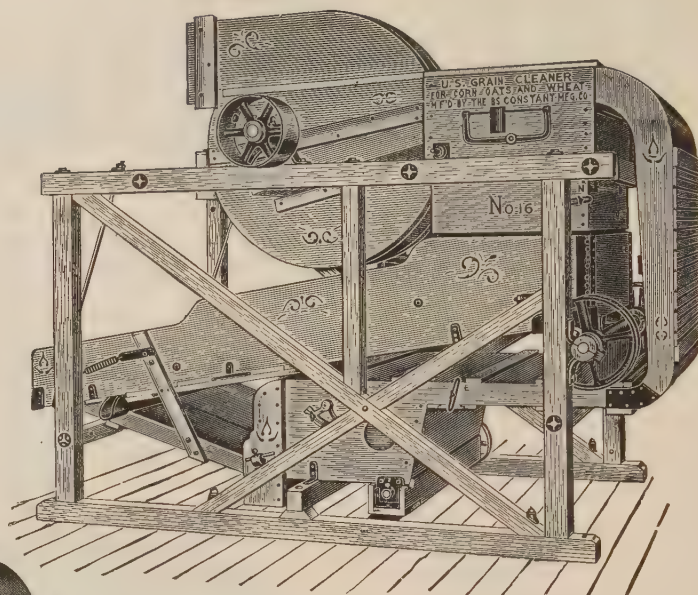
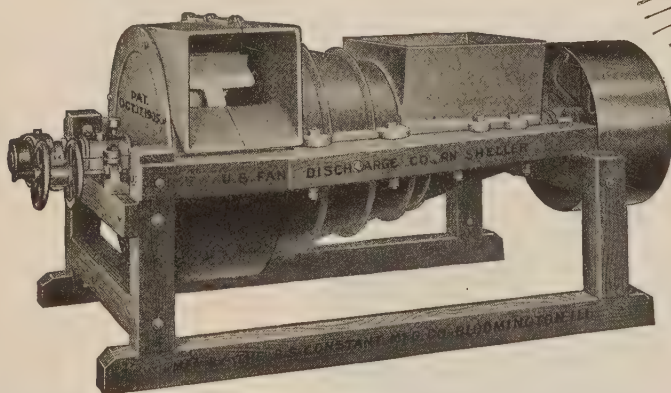
Write our nearest district office

WESTINGHOUSE ELECTRIC AND MFG. CO.
EAST PITTSBURGH, PA.
Sales Offices in All Large American Cities

CLEANING AND SHELLING

the two most important operations in handling grain through an elevator—they should be the most efficient. Your desire for greater shelling efficient will be gratified if you install

The U. S. Corn Sheller



The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance and has built up a reputation for operating efficiency and economy unequaled by any other. Send for our catalog describing these and other grain elevator machinery.

B. S. CONSTANT MFG. CO.
Bloomington, Ill.

Humphrey Elevator

The Pioneer Employees Belt Elevator

The employee's Elevator was the invention of **Seth K. Humphrey**, a miller himself, who knew from experience how much energy and valuable time was wasted climbing stairs in mills and elevators.

In 1887, the first **Humphrey** Employee's Elevators were manufactured and installed—and today most of these pioneers are in active use.

From the very start, employers have been quick to see the advantages the **Humphrey** possessed, reducing the costly waste of energy and time while saving its cost many times over.

Other manufacturers have imitated, but **Humphrey** performance and the high standard of **Humphrey** quality have grown to mean so much that all employees elevators are often referred to as **Humphrey**.

There is only one Humphrey—made by the Humphrey Elevator Co., at Faribault Minn., with representatives in principal cities. That's why we say

*If not made by Humphrey Elevator Co
it's not a genuine Humphrey*

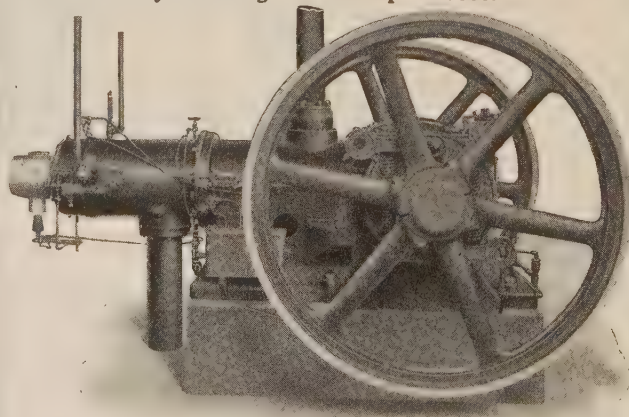
HUMPHREY ELEVATOR CO.
SOLE MANUFACTURERS
FARIBAULT -- MINNESOTA



The MUNCIE CRUDE OIL ENGINE

*Will give you the kind of service
and economy in operation
you are looking for.*

Fuel Oil or Kerosene, Gas Oil or Power Distillate
use which you can get at cheapest cost.



Sizes to suit any Mill—No extra expense for too much surplus power—Quick starting—Smooth running.

DISTRICT DEALERS WANTED—For Flour and Feed Mill and Elevator Trade, Good Territory Open for Live, Responsible Representatives.

ADDRESS
MUNCIE OIL ENGINE CO.
320 Grand Ave. Muncie, Indiana

1921 Will Bring PROFITS With A GODFREY CONVEYOR

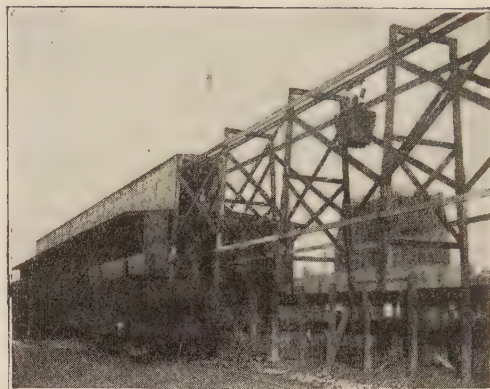
Regardless of the kind of coal you handle, a "Godfrey" will

*Save time and labor
Eliminate demurrage
Keep equipment moving
Increase business capacity*

Only ONE MAN is required to operate a "Godfrey."
No shoveling.

Write for catalog A-8

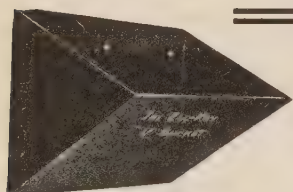
Godfrey Conveyor Company
107-127 13th Street Elkhart, Indiana



Installation showing "Shed Covering" and open storage. Coal is deposited in piles under covering of sheds.



A popular type of installation, showing adaptation for Silo Storage.



"V" Elevator Buckets

"Standard" Buckets are built to endure long, hard usage. Designed to obtain perfect discharge at high speed.

Size for size, you'll find Standard Buckets from 2, to 4 gauges thicker than usually found in this type.

Made in sizes 3 x 3 inches to 20 x 8 inches—large sizes, steel braced at center.

No matter what your requirements may be in steel or galvanized Mill and Elevator equipment, you owe it to your pocketbook to get our quotations.

Standard Steel Works

Successors to the Ell-Kay Mfg. Co.

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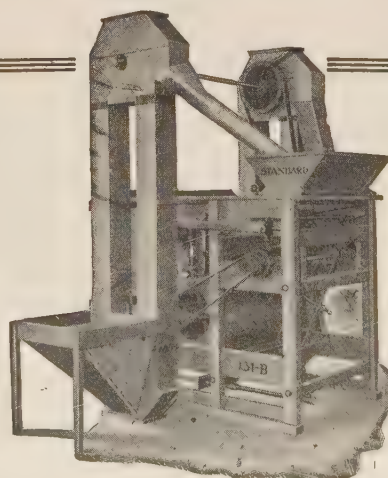


The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Company
CRESTLINE, OHIO





BAD ORDER CARS cause the loss of many hard earned dollars to shippers of grain and seed. **MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected. **KENNEDY SYSTEM** of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

The Kennedy Car Liner & Bag Co.
Shelbyville, Indiana
Canadian Factory at Woodstock,
Ontario



Dust
Collection
is
Profit Collection

When You Install a

NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

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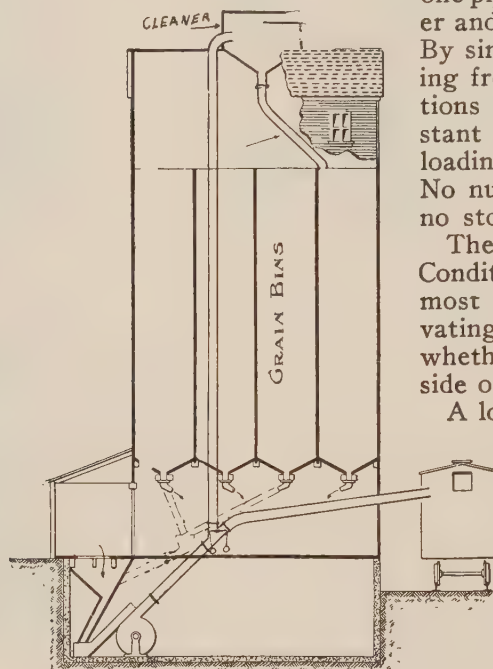
THE KNICKERBOCKER CO.
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Say

Let the Grain Dealers Journal
Want Ads do your work.
They bring quick results.

Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with



one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the

bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

Bernert Mfg. Co.
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For elevator and mill supplies we issue a net price catalog. If in the market write us for one.

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MINNEAPOLIS, MINN.
ESTABLISHED 1898

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ECONOMY OF SPACE and ECONOMY IN USE are important features.

THE HALL SIGNALING DISTRIBUTOR



is a simple, efficient, durable device which accomplishes ends none others reach, as a thousand users will testify.

HALL SPECIAL (ELEVATOR LEG)

over a Hall Non-chokable Boot, equipped with Omaha Buckets, is a paragon in efficiency, doubling the capacity of the same size leg of other designs and doing it automatically without back-legging or mixing grain and without attention at the feed gate.

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In this way his people become more efficient and more valuable to him.

It is just as necessary for you to give your Friend Dump the most up-to-date and useful equipment with which he may perform his work, in order to procure the desired results in your business.

The McMillin Automatic Dump Controller is to your Dump what the Adding machine is to a Business man's Bookkeeper.

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Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

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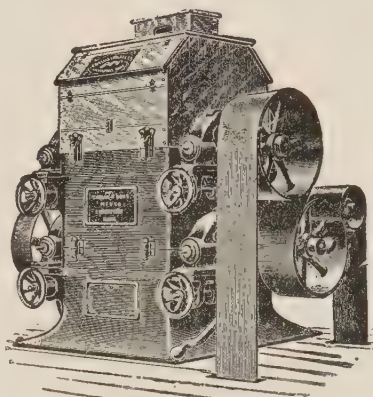
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10,000 SHIPPERS
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The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

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Manufactured by
O. W. RANDOLPH CO.
TOLEDO, OHIO

Here's a record from The Northwest

The General Manager of a prominent Grain & Elevator Company in the Northwest wrote us recently:

"Otto engines have always given us much better satisfaction than any other engines we have used. Any time we can get an Otto for elevator work we are not going to consider anything else."

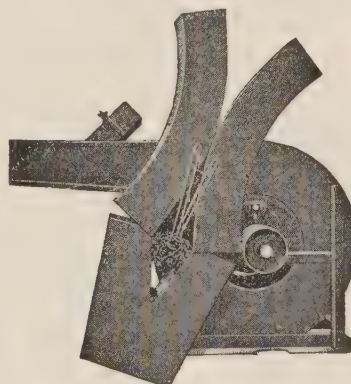
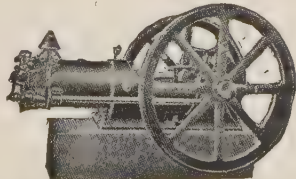
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Models up to 50 H. P. in stock.

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Increase Your Elevator Capacity With a Boss Air Blast Car Loader

Without obligating you in the least we will mail blue print showing how you can continue to receive grain after every bin is full, if you put in this SPECIAL Boss Air Blast Car Loader installation. NO NEED TO SCOOP GRAIN IN A DUSTY CAR.

You can load every car to full capacity with a Boss Air Blast Car Loader, without any scooping in the car. You can also clean the grain as you load if you desire. O. N. East, of Milmine, Ill., says it is superior to a regular grain cleaner.

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You Know

You want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them.

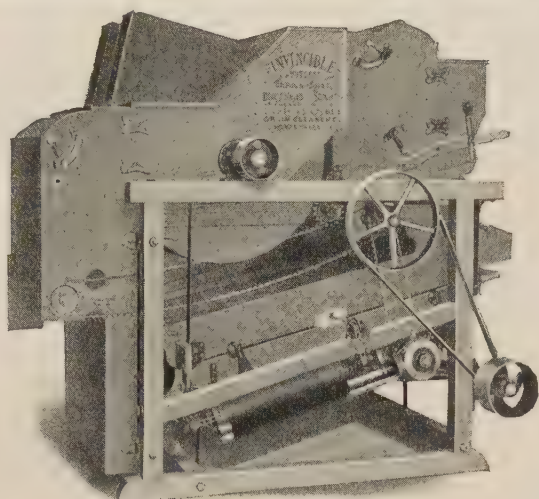
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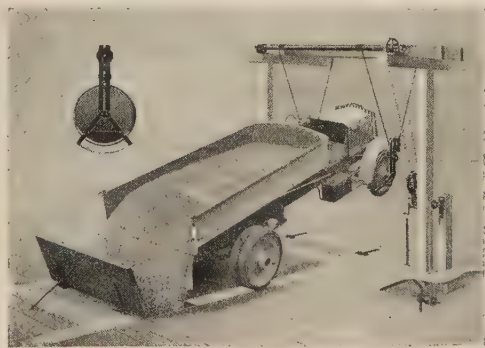


Did you read the article in the last GRAIN DEALERS JOURNAL on the new Terminal Elevator at Baltimore? This is the type of INVINCIBLE Separator that was used. All grain handled at that point will be cleaned on INVINCIBLES.

INVINCIBLE GRAIN CLEANER COMPANY
Silver Creek, N. Y.

McMILLIN TRUCK DUMP

(Patent Pending)



Does not interfere with regular driveway.
Leaves wagon dumps in place.
No part under driveway floor.
Handles no extra weight.
Dumps wagons or trucks.
Can hoist to any angle.
Operated either by power or hand.
Raised and lowered by Friction.
Small amount of power used.
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Only one dump door required.
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Only One Mechanism Required for Dumping at Any Number of Dump Doors

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use our Grain Dealers' Air
Tight Cans for forwarding
your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

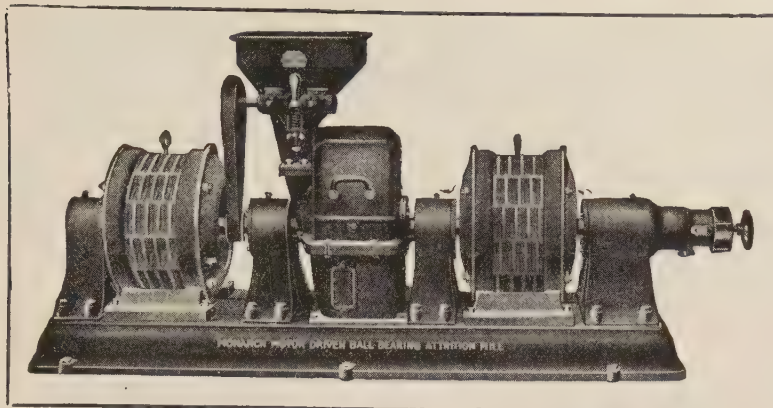
	Type Printed	Steel Die Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week,...	\$5.40	\$5.40
Office overhead	5.40	5.40
Postage	3.00	3.00
Envelope making08	.08
Paper, high grade, 20 lb.	1.00	1.00
Type Printing Letter		
Head and Envelope	.40
Steel Die Embossing		
Letter Head and Envelope80
	\$15.28	\$15.68

We make anything that is engraved on paper. Business and personal Xmas greeting cards. Samples willingly furnished.

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Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

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SAVES TIME—Requires no tramping.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
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SAVES DELAY—Rapid grinding; large capacity.
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Mill Builders and Milling Engineers

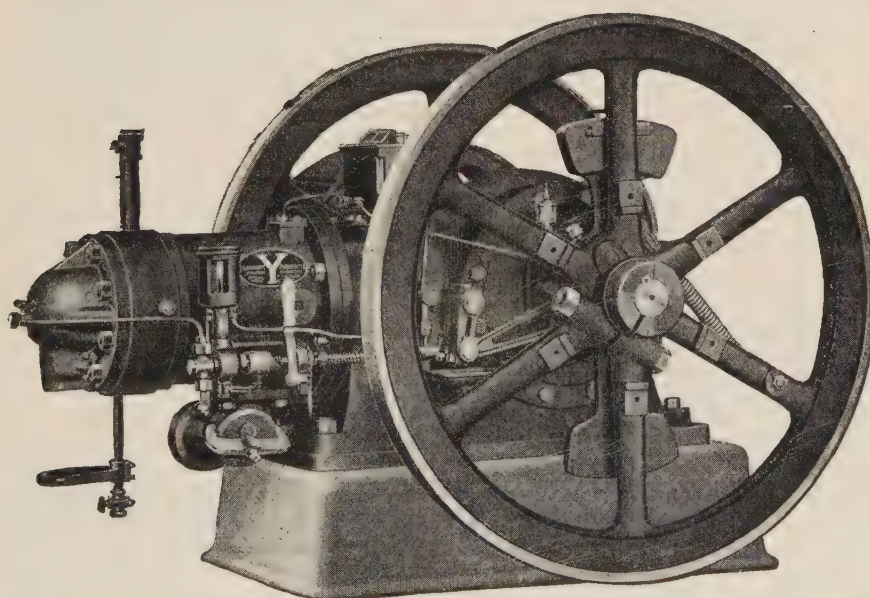
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This endorsement of an experienced power user and elevator owner is backed by the thousands of "Y" engines in successful service everywhere.

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SELLING ALL ELEVATOR
MACHINERY AND SUPPLIES
LICENSED ENGINEERS
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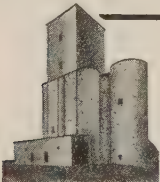
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Write us about your requirements
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The STAR ENGINEERING COMPANY BUILDERS OF GOOD ELEVATORS

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We will be pleased to submit estimates and further information without charge to those interested in any new building pertaining to the Grain and Milling Trade.

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Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

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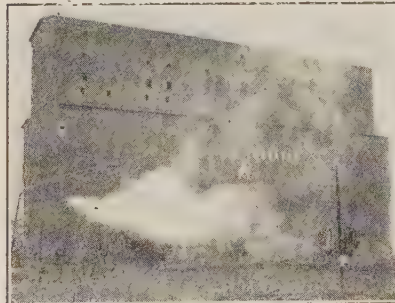
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GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT

Port Arthur, Ontario

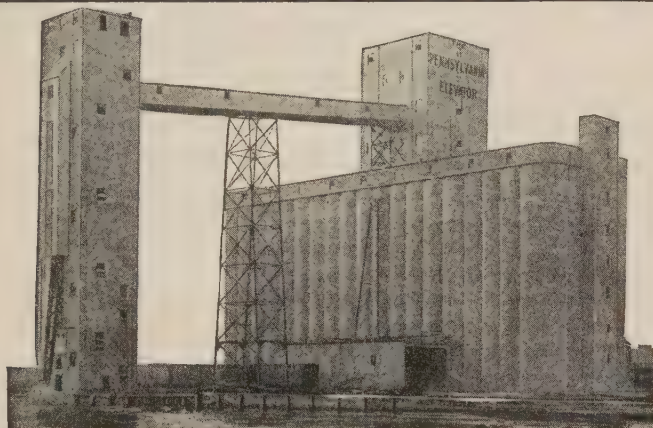
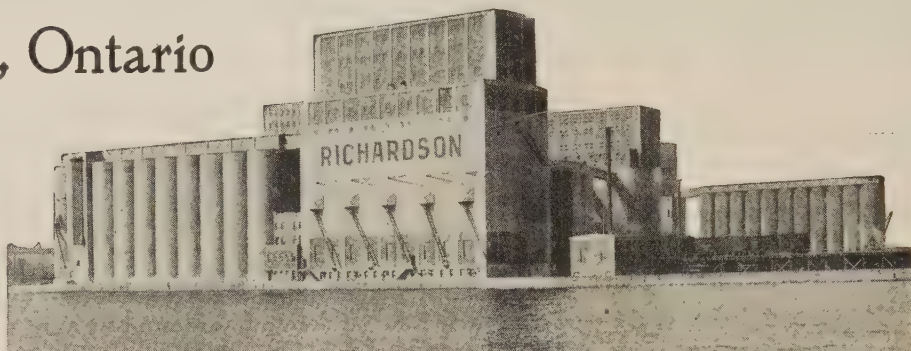
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The Grain Growers' Grain Company, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
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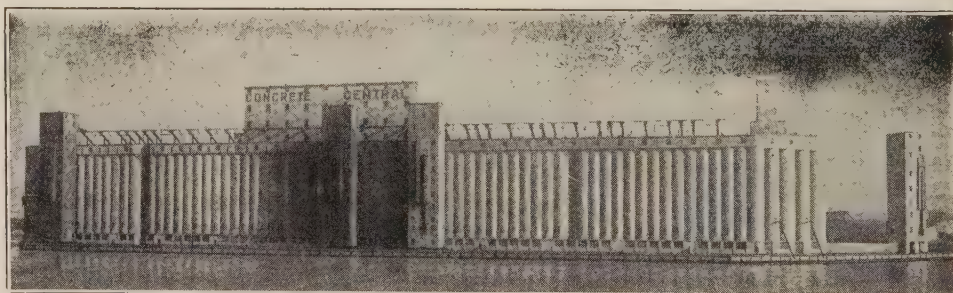
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assure you economical design, first class work, efficient operation.

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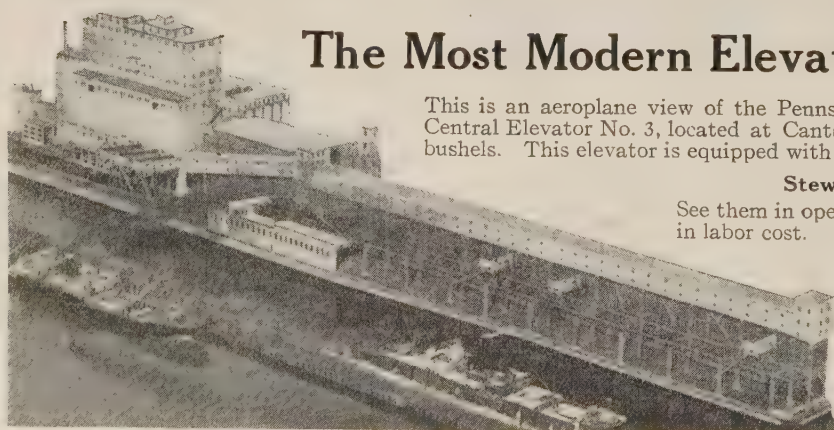
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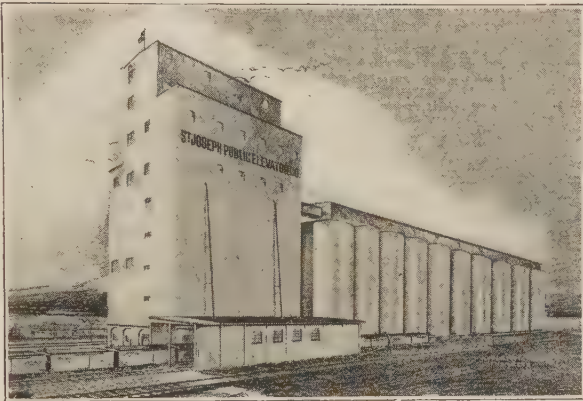
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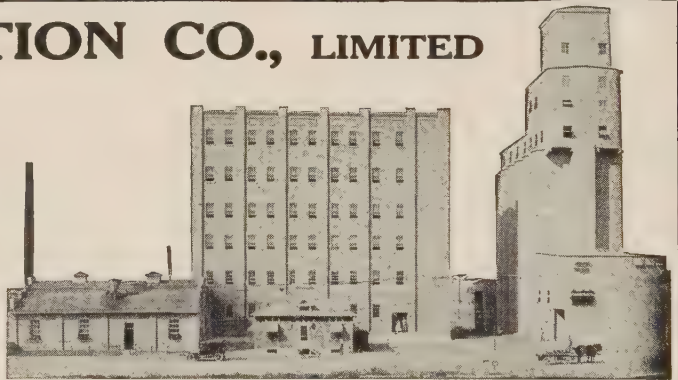
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Reinforced Concrete Elevators. Large or Small

Millikin Building . . . DECATUR, ILL.

I DO NOT SEE how any progressive grain firm can do without the Grain Dealers Journal.—W. E. Hunter, formerly secy-treas, and mgr for the Hamlin Mill & Elevtr. Co., Hamlin, Tex.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Fifteen thousand bushel elevator; best wheat belt in Kansas. Price right. Address 46D16, Grain Dealers Journal, Chicago.

ILLINOIS—For Sale, subject to removal, 7,000 bushel cribbed elevator complete. In operation, but new concrete plant erected. Farmers Elevator, Niota, Illinois.

MINNESOTA elevator of 25,000 bushels capacity for sale. Located on C. M. & St. P. Ry. Coal and Feed business in connection. Address J. J. Dobie, Mapleton, Minn.—46A13.

TWO KENTUCKY GRAIN Elevators: One 130,000 bushel capacity at Milton, Ky., other 35,000 bushel capacity at Newport, Ky. Both on Ohio River. Bargain for cash. Speyer & Gormley, P. O. Box 235, Lexington, Ky.

FULLY EQUIPPED OHIO Elevator with 25,000 bushels capacity for sale. Large retail trade. Located in one of the best grain sections of Ohio—on main line of Pennsylvania Ry. Price \$12,000. J. J. Welsh, Loudonville, Ohio.

GOOD STUDDED GALVANIZED IRON 20,000 bushel capacity elevator for sale, 6 years old, equipped with No. 178 Eureka cleaner, 500 bushel hopper scale, 2 legs, 15 h.p. Fairbanks engine, coal sheds and 10 acre hog yards. Well located—good territory. Enquire of M. M. Kepler, Secy., Anselmo, Nebraska.

SOUTHEASTERN INDIANA Elevator for sale. Capacity 15,000 bushels. Only self dumping coal dock in town. Good feed business. 20 horse power gas engine, cheap power. Two buhr mills. Fine trade in bolted meal and custom grinding. Reason for selling—ill health of owner. R. A. McCoy, Greensburg, Ind.

MISSOURI—Two elevators located in Northwest part of state. One has an 8,000 bushel capacity; motor driven, sheller, cleaner, grinder, $\frac{3}{4}$ acre land, coal sheds and feed house. Other six miles distant, 2,500 bushels capacity, gas power. To be sold together. Make offer. Address 46B37, Grain Dealers Journal, Chicago.

OHIO Elevator of 40,000 bushels capacity for sale. Equipped with 3 dumps, 3 elevator legs, 3 cleaners, electric power. Located in western part of state in town of 2,000 population, two Rys. Located in one of the richest counties of the state. Also handle a large side line of flour, feed and coal. Address 46F38, Grain Dealers Journal, Chicago, Illinois.

FIVE KANSAS Elevators handling a complete list of side lines—for sale. Located in the finest wheat belt of the country—in Southern Kansas. Communities are surrounded by high class farming tracts,—the towns themselves are very up-to-date and prosperous, with excellent schools and fine churches. Opportunity knocks—Answer quick. Address 46E14, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS—Modern iron clad cribbed 60,000 bushel capacity elevator on C. & E. I. for sale. Double corn crib, with inside dump. Wire mesh on crib to hold oats, 8 bin coal house, fine office, everything new, built in 1919. Business 300m grain, 1200 tons coal; no competition, out-let to any market. Points like this very hard to find. Unless financially able to handle this real business point, don't answer. Address 46F20, Grain Dealers Journal, Chicago, Illinois.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IOWA Elevator and Coal Business for sale at a bargain. For full particulars write 46F11, Grain Dealers Journal, Chicago, Illinois.

NEBRASKA Elevator for sale. In good town in southeastern section. Elevator has a capacity of 15,000 bushels, and sixteen coal sheds. Good feed trade. Price four thousand. Address 46F12, Grain Dealers Journal, Chicago, Ill.

OHIO—15,000 bushel Elevator in western part of state for sale. Located in fine grain section and doing a good business in grain, seed, coal, flour and feed. On private grounds. Residence property included. Address 46F8, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS ELEVATOR handling 250,000 bushels of grain annually and of 70,000 bushels capacity for sale. Good coal business; Corn cribs; Office and safe. Located in good grain territory close to Chicago and near a large city. Good terms. Address 46E31, Grain Dealers Journal, Chicago, Illinois.

TWO TWENTY thousand bushel capacity elevators, located in North Central Oklahoma. On A. T. & S. F. R. R., at adjoining stations; can be operated from one station. Best crop in years; also handle Coal, Flour, Feed, Seeds and Salt. Wonderful opportunity for right parties. Address Norcenok, Box 9, Grain Dealers Journal, Chicago, Illinois.

SOUTH CENTRAL KANSAS Elevator for sale. 8500 bushels capacity; ironclad construction; 12 horse power Fairbanks Oil Engine. Office and Scales included. Located on Mo. Pacific R. R. in good town with fine schools and churches, and in the heart of the wheat belt. Town has electric light plant. Good reasons for selling. Can be bought right. Address W. S. Gibbons, Penalosa, Kansas.

CENTRAL ILLINOIS Elevator for sale. Located on the Illinois Central Railroad, direct shot to Southern markets. Equipped with electric power, three dumps, and all up to date. Capacity 30,000 bushels. Town 650 inhabitants. Elevator handles from 200 to 250,000 bushels annually. Coal business included. Part of money can remain in property. Price reasonable. Address 46E11, Grain Dealers Journal, Chicago.

IOWA: 30,000 bushels capacity, located in Scott County, Iowa, on track of CRI&P. Three tracks running directly into house. Load and unload at same time, on two R. R. track scales equipped with self-registering beams. Scales just overhauled, like new. Complete with power plant, elevating, conveying, and cleaning machinery, sulphur tower, etc., ready to start up at once. Price reasonable. Exceptional opportunity for right party. Address J. M., No. 510 Mitchell Bldg., Milwaukee, Wis.

CENTRAL ILLINOIS Elevator for sale. Frame house of 9,000 bushels capacity. Gasoline power, Western Sheller and Cleaner and Bess Car Loader. On own ground. Office 14x24; Implement House 36x70; Double Deck Lumber Shed on leased ground at \$10.00 per year—55x90. 7-room two story residence, with 1 and $\frac{1}{3}$ acres of ground. All buildings in good condition. One good competitor in grain; no competition in coal, farm implements or lumber. Located in good farming community in Central Illinois. Reasons for selling, poor health. Stock on hand will invoice about \$15,000 and that is all that is asked for this establishment. Address Bargain, Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

THREE ILLINOIS Elevators in choice farming district TO LEASE. For particulars write C. H. Wayne, 103 Sala Apt., Rock Island, Ill.

KANSAS—Elevator for sale, 10,000 bushel capacity. Three years old. Electric power. Good territory. Price right. Farmers Elevator Co., Gypsum, Kansas.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

SOUTHEASTERN MINNESOTA Elevator for sale. Excellent grain country. Capacity 30,000 bushels; 10 h. p. Goss Engine with large cleaner. Coal house in connection. I have to sell on account of my health. Address O. M. ROWLEY, WYKOFF, MINNESOTA.

WESTERN OHIO (located in corn, wheat and oats belt) 20,000 bushel capacity cribbed elevator for sale, steel covered, metal roof; nearly new. Complete side line in connection. Equipped with sheller, three cleaners and mill; all in excellent condition. Address 46D14, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS Elevator for sale—40,000 capacity; in good condition. Equipped with sheller, cleaner and loading scales. Electric power. Good office and in good town of 500 population on I. C. Ry. No competition. Station handles 500,000 bus. grain annually. Owner going West for health. Address JAMES M. MAGUIRE, 432 Postal Tel. Bldg., Chicago, Ill.

SOUTHWESTERN OHIO, BUTLER COUNTY, Elevator for sale. Elevator built in 1916 with steel siding and roofing; is on the C. L. & N. R. R.; has a capacity of 6,000 bushels, and a large coal, feed, post and fence business in connection. A 25 h.p. type "Y" Fairbanks Morse engine has been installed. Good reasons for selling. Address 46C12, Grain Dealers Journal, Chicago, Illinois.

CENTRAL ILLINOIS Elevator for sale at a bargain if taken soon. Located in the best grain country on the I. C. R. R. Can load from this point to all southern markets. Capacity 15,000 bushels; in A-No. 1 condition; electric power; Hoepner Automatic Scale; on own ground. Handle about 250,000 bushels annually; coal sheds handle two thousand tons of coal. Price and terms right. Address 46C20, Grain Dealers Journal, Chicago, Illinois.

OKLAHOMA Elevator For Sale—18,000 bushel capacity elevator located in northeastern part of state on main line M. K. & T. Ry., 180 miles south of Kansas City. Largest acreage of oats put out this year this section of the country has ever had. Immediate possession given. This elevator was built in 1919 and is one of the very best to be found along this railroad. Four large bins, sheller and gas engine. Elevator run this year but owner wants to sell—other business. Price \$12,000. Address C. H. ORR, Bluejacket, Oklahoma.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. About 40 miles north east of Cincinnati, on branch of Penna. R. R. Village station with Church, School, Telephone, Telegraph, Express Office, Electric Light and Power. Pleasant neighborhood in good grain country. About 6 acres of land. Separate office of two rooms with scales under roof. Engine, sheller, cleaner, dumps. Everything in 1st class condition. Examination of books will show has been money maker. Reason for selling—death in family. Price \$8000. Address 46D21, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED:—You to derive the benefit of our Want Ads. Try them once and be convinced.

WANTED TO LEASE:—One or more Northern Ohio Elevators. Address 46F6, Grain Dealers Journal, Chicago, Illinois.

WANTED: Elevator located either in North-western Ohio or Northern Indiana. Give full particulars. 46D5, Grain Dealers Journal, Chicago.

WE WANT SEVERAL elevators which we can lease on a year basis, in Eastern Colorado, Western Nebraska or Kansas. Fred W. Elder Grain Co., Hastings, Nebr.

WANTED TO BUY FOR CASH:—Elevators in Minnesota, North and South Dakota and Iowa. Give full particulars in first letter. Address BOX 172, GREEN BAY, WISCONSIN.

WANT TO LEASE for one year, with the privilege of buying at end of year—fully equipped Elevator at good grain station, Minnesota or South Dakota preferred. Address 46F13, Grain Dealers Journal, Chicago, Ill.

TRADE WANTED OR SALE:—Have you something to sell or trade? Let the readers of the Journal know what you have to offer. Now they are unaware of the advantage of dealing with you. The best way to dispose of anything is by advertising.

EXCEPTIONAL FARM VALUE:—Will sell one of the best improved farms, located central part Darby Plains, Madison and Union Counties, Ohio; four hundred sixty-one (461) acres level, black and chocolate loam; well tiled; lays practically square; main market road along one side; farm 2½ miles from banking town, centralized schools, churches, good stores, grain elevators; on stone pike; main house large, square, 8-room, modern improvements, bath, furnace; Delco electric light through all the buildings; barn L shaped 32x63 and 16x36; silo; good water; cow stanchions; another 6-room house and barn 30x60 on back end of farm; above buildings all built within two years; another small tenant house and barn on place. Price right. Will sell for cash or trade for a good grain elevator property in good grain section, preferably Ohio, Ind. or Ill. Do not write unless interested. H. P. Clouse, Sec'y & Treas. Milford Center Grain Co., Milford Center, Ohio.

ELEVATOR & MILL FOR SALE.

"OPPORTUNITY KNOCKS BUT ONCE." Read the "Business Opportunities" offered in this issue.

CENTRAL SOUTH DAKOTA Elevator of 30,000 bushels and 50 bbl. Mill for sale. Doing a fine business—in good grain territory. Address 46B21, Grain Dealers Journal, Chicago.

SMALL FLOUR MILL and two elevators in good Illinois town for sale or exchange. Would consider good farm or city property in exchange. An excellent opportunity for a hustler who has ability to grasp the situation. Address 46E33, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR BROKERS.

JOHN A. RICE **ELMER N. SMITH**
Elevator Brokers, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

CLAYBAUGH-McCOMAS

Offices
Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade.
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try and satisfy you.

JAMES M. MAGUIRE.
432 Postal Tel. Bldg., Chicago, Ill.

FARM LANDS FOR EXCHANGE.

ANSWERS:—When the first ring of the door bell is not answered, don't conclude that the folks are not at home.

TO EXCHANGE FOR ELEVATOR:—160 acres highly improved Bottom Farm in Oklahoma, for ELEVATOR doing good business. Address 46F35, Grain Dealers Journal, Chicago, Illinois.

MILLS FOR SALE.

FOR SALE: The advantage of dealing with you is being upheld unless you are keeping our readers aware of the fact.

GET A MILL OF YOUR OWN.

Practically new 50 bbl. Midget Marvel Mill for sale in Western Kansas wheat district, where the prospects are more than good for a large coming crop. Located on valuable railroad lease. \$4800 will handle, balance easy terms. Address 46E32 Grain Dealers Journal, Chicago, Illinois.

INDIANA:—For Sale: A rare opportunity to acquire a profitable milling business at a bargain on exceptionally good terms. The buildings are of brick and concrete; machinery electrically driven; ample storage capacity; and manufacturing facilities for two cars poultry and dairy feed daily. Also machinery suitable for the manufacture of corn and rye meal. Located in La Porte, Indiana, close to the New York Central Ry. Address PAUL B. ECKHART MILLING CO., La Porte, Indiana.

FEED MILL FOR SALE.

FOR SALE OR EXCHANGE:—If you have something to sell or exchange, insert a small advertisement in the "Wanted and For Sale" section.

FOR SALE AT A BARGAIN—FEED MILL. Electrically equipped; French Stone Buhr; Attrition Mill; Nordyke & Marmon Motors; Corn crushers and Corn shellers; Seed cleaner; Graders, and complete set of Feed Machinery. Everything new and in tip top running order. 1920 business amounted to \$250,000.00. Best feeding Community in Central Indiana. Handle 100 cars of Hay per year. A well advertised Brand of Feeds and Formulas goes with the business. Good reason for selling. Address 46E24, Grain Dealers Journal, Chicago, Illinois.

WAREHOUSE FOR SALE.

EVERY ADVERTISER who has once used our columns invariably finds our pages then and at a later date of service.

OHIO 6,000 bushel capacity Warehouse located on C. & P. R. R. in good Ohio town. Handle Wheat, Corn and Oats. Have two good buildings on one acre of ground; no other mill or warehouse in town. Good reasons for selling. Write or call for further particulars. Address J. HARVEY ROSS, Waynesburg, Ohio.

BUSINESS OPPORTUNITIES.

FOR SALE: Well established business in Illinois, dealing in wholesale and retail Flour and Feed. Firm established twenty years—owner wishes to retire. Address 46A8, Grain Dealers Journal, Chicago, Illinois.

INVESTMENT WANTED? If you are desirous of securing more capital for the extension of your business, or if you have money to invest in the grain business, make your wants known in the "Business Opportunities" columns of the Grain Dealers Journal, Chicago.

MEMBERSHIP FOR SALE.

FOR SALE:—Exchange membership and terminal grain business on Missouri River controlling fine line of country elevators—on account of health. \$16,000—worth it and paying. Good outlook. Address 46F19, Grain Dealers Journal, Chicago, Illinois.

OIL AND GAS ENGINES.

FOR SALE: 20 h.p. and 7 h.p. gasoline engine. Levasy Elevator Company, Levasy, Missouri.

FOR SALE:—1 25-h.p. type Y Fairbanks Morse Engine. Nearly new. C. C. Shira, Sidney, Ind.

DYNAMOS—MOTORS.

FOR SALE:—1—9 H.P. Vertical Fairbanks Electric and 1—20 H.P. Type N.B. Fairbanks Oil Engine; both good as new, for immediate delivery. BALLINGER & McALLISTER, Bloomington, Illinois.

DYNAMOS AND MOTORS WANTED:—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal,—the medium for power bargains.

STEAM ENGINES, BOILERS.

FOR SALE CHEAP:—One good steam boiler and engine. KIRKLIN-Grain CO., Kirklin, Ind.

ONE ATLAS STEAM Engine with boiler for sale. 35 h.p., Bristol Co-op. Ass'n, Bristol, Ind.

MACHINE WANTED.

WANT TO BUY Second Hand Batch Feed Mixer, prefer two or three tons' capacity. Address 46F15, Grain Dealers Journal, Chicago, Ill.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

MACHINES FOR SALE.

ONE NO. 9 and one No. 3 Invincible Oats Clipper for sale. C. C. Smith, Conway Springs, Ks.

SEVERAL NO. 2 Boss Car Loaders for sale. Address A. H. Richner, Crawfordsville, Indiana.

MIDGET MILLS of all sizes for sale. All kinds of new and used mill machinery. Write H. C. DAVIS, Bonner Springs, Kans.

SPROUT WALDRON 18 inch attrition mill, with 3 drive pulleys and shaft, practically new, guaranteed O. K. Bert Levis, Rockland, Wis.

SPROUT WALDRON Meal and Flour Grinder for sale. Size 20 French Burr Mill Ball Bearing, practically new with sacking sprout. Address W. J. Lawson, Boswell, Indiana. 46A6.

FOR SALE:—Complete Equipment—Ferrell Bean Machinery; Polishers, Cleaners and eighty-five Pickers. Cheap, as we have gone out of the Bean business. Terms to suit. RIO PRODUCE COMPANY, Rio, Wisconsin.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

WE HAVE READY FOR SHIPMENT electric motors, all kinds of belting, pulleys, shafting, hangers, and other equipment. Write us for prices. Our stocks permit us to quote you unusually low prices. It will pay you to write

CLINTON SUPPLY COMPANY
117 S. Clinton St.,
Chicago, Ill.

FOR SALE AT A BARGAIN.

Three Allis Chalmers Double Roller Mills, 9x24". Three Barnard & Leas Double Roller Mills, 9x30".

PRACTICALLY NEW.

Also complete corn mill equipment—dryers, plansifters, aspirators, reels, conveyors, scourers, dust collectors, elevators, etc.

Immediate Shipment.

MEAD JOHNSON & COMPANY,
Evansville, Ind.

ONE 100 bu. per hour Invincible Scourer; one 200 bu. per hour Barley Scourer and separator; one Invincible receiving separator and one Oats clipper 1500 bu. per hour; one No. 3 Prinz Scourer, fan attached with tightener; one Corn degerminator; one 1000 bu. Howe Hopper Scale, self computing beam, good condition; one Howes No. 49 sack packers; one Corn press for corn oil; three Fluff Machines. Also a complete line of new and used machinery. **STANDARD MILL & SUPPLY CO.,** 211 Finance Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty. Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

SITUATIONS WANTED.

WANTED: A competent and reliable partner. Can you fill the bill? Make your qualifications known thru the columns of the Journal.

MANAGER with 7 years' grain business experience wants connection with reliable grain firm; good references. Prefer S. D., Minn. or Ia. Address 46C15, Grain Dealers Journal, Chgo.

WANTED—Position as manager of Farmers Elevator or Line Company. Can handle a flour mill and all side lines. Ohio or Indiana preferred. Address J. G. Hays, Harrisonburg, Va.

EXPERIENCED GRAIN MAN wants position as traveling grain solicitor, or as manager of some good farmers elevator. Can handle all side lines, and can furnish best of references. Address 46E27, Grain Dealers Journal, Chicago.

WANTED—By experienced young man—the management of line elevator in small town, or position under head man in large concern. In good health, industrious, and can give references. Address 46E15, Grain Dealers Journal, Chicago.

MANAGER—Position wanted as manager of elevator, line or farmers, or elevator and mill. Colo., West. Neb. or West. Kans. preferred; 20 years' experience; age 44. Speak the Scandinavian languages; references. Address 46C27, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with Farmers Company in Illinois or Iowa preferred, in town with High School. Can handle all branches of the trade including coal, live stock, and lumber. Am 37 years old with family and A1 references. Address 46E4, Grain Dealers Journal, Chicago.

AMERICAN—speak English—two years' experience as manager of grain elevator. Expect \$100 to \$125, according to job. Can give best of references. High school education. Would take job as assistant manager if there was a good chance for advancement. Age 21 years. Single—go anywhere. Address 46F18, Grain Dealers Journal, Chicago, Ill.

MANAGER WITH REAL RECORD desires a position as Manager of Farmers Elevator Co. or Line House. Eight years' experience managing Farmers Grain Co. and made money every year. Single, 32 years of age, high school and business college education. Good double entry bookkeeper. Familiar with all side lines. References: bank and employers. Can make change on 30 days' notice. Address 46F28, Grain Dealers Journal, Chicago, Illinois.

A MARRIED MAN, 44 years old, in last position 20 years; knows terminal elevator grain business and management in all its branches; had charge of buying, selling, help, insurance, switching, purchase of supplies, supervision of office and elevator operations where cleaned, mixed, washed, dried; has built under own supervision terminal and country elevators; familiar with spring and winter western wheats and coarse grains. Want to become associated with firm where hard work and ability count. Pleased to hear from any one wanting man of this training and especially so if at seaboard. Address 46F21, Grain Dealers Journal, Chicago.

SITUATIONS WANTED

WE HAVE been swamped with the results of our small ad in your columns and will have no difficulty in selecting reliable men.—L. S.

WANTED—Position by young man 21 years old. Have had experience in grain office and elevator. Address 46F4, Grain Dealers Journal, Chicago, Illinois.

AN EXPERIENCED MAN with the knowledge of the duties of a manager, foreman, auditor and other phases of the grain business is readily secured through an ad in the "HELP WANTED" columns of the Grain Dealers Journal.

WANT POSITION as manager of Farmers Elevator or Line House. Eight years with Farmers Co. Can handle side lines and keep the books. Can commence June or July first. Best of references. Address 46F31, Grain Dealers Journal, Chicago, Illinois.

COMPETENT MAN wishes position with reliable grain firm. Experienced in the handling of side lines. Middle aged and married. Can furnish fine references. Have had fifteen years experience in the grain trade. Address 46E25, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED GRAIN MAN of 18 years wants a Manager's position with Farmers organization of sound business principles. Must be a modern house with facilities for proper handling of grain and products. Am 45 years old—married. Address 46F5, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED: A man who has enough push to advertise his services in a high class trade journal is the kind you want. Look 'em over. You will find a competent manager, a reliable grain buyer, or a qualified and efficient traveling solicitor.

POSITION WANTED—By a manager of many years' experience, with Farmers' Elevator or Line House. I am capable of managing a large business; am a competent accountant. Can give good references and Bond. Prefer location in Indiana or Illinois. Address 46C32, Grain Dealers Journal, Chicago, Illinois.

EXPERIENCED TRAFFIC, LUMBER & GRAIN Man wishes to secure a connection with some live and busy firm where there is an opportunity of working to the position of auditor. Am well acquainted with all phases of the business. Let me hear from YOU. Address 46E5, Grain Dealers Journal, Chicago, Ill.

CAPABLE, EXPERIENCED ELEVATOR MANAGER desires position with large Farmers' organization by March first or April fifteenth. Nebraska location preferable—at station doing a large volume of business.

American—good education—speak German—good bookkeeper—age 32—married—strong—energetic—good mixer. The bigger the job the better. A-1 references. Address 46C21, Grain Dealers Journal, Chicago, Ill.

SCALES WANTED? We sold our scales thru an ad in the Journal and had a sufficient number of inquiries to sell two dozen.—E. K.

MALE HELP WANTED.

WANTED: Competent young man to manage County Elevator in small town in Indiana. State age and experience. No drones need apply. Bond required. Address Box 325, Williamsport, Ind.

WANTED—Salesmen who call on elevators and Flour Mills to sell our Article on Commission basis as sideline. It is a good seller and will bring repeat orders. Get in touch with us at once. MASTER-GRIP MFG. CO., Masonic Temple, Austin, Texas.

WANTED—A married man to work in elevator. Man capable of operating steam power engine and also capable of taking care of all machinery. Have a good house for him to live in—in small town. Address 46E17, Grain Dealers Journal, Chicago, Illinois.

WANTED: Second men for Illinois and Iowa Country Grain and Retail Lumber Stations. Must be young, capable, and not afraid of hard work. Good opportunity for men with sufficient ability to develop into Agents or Managers. Address 46E1, Grain Dealers Journal, Chicago.

WANTED: Elevator Superintendent. One who has had experience in running machinery; elevating, sacking, grinding and mixing coarse grains; prefer one who has had experience making molasses mixed feeds. State salary expected and if accepted when you could report. Address Post Office Box 86, Little Rock, Ark.

SCALES FOR SALE.

ONE MONARCH 70,000 lbs. capacity Hopper Scale with 2" tongue and groove lumber for Hopper. C. C. SMITH, Conway Springs, Kansas.

RICHARDSON AUTOMATIC Shipping Scales for sale. Been used two years. As good as new. Priced right. Farmers Elvtr. Co., Oneida, Ill.

FOR SALE—A Klinger Automatic, also 16 foot Fairbanks Dump Scale, a 14 foot Howe and 8 duct Hall Distributor. L. B. Spracher & Co., Soo Falls, S. D.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

NEW 5 TON Fairbanks Morse Pitless Wagon Scale for sale. Never been uncrated. \$135.00 for quick sale. For further particulars write Lindley C. Binford Grain Co., Haviland, Kans.

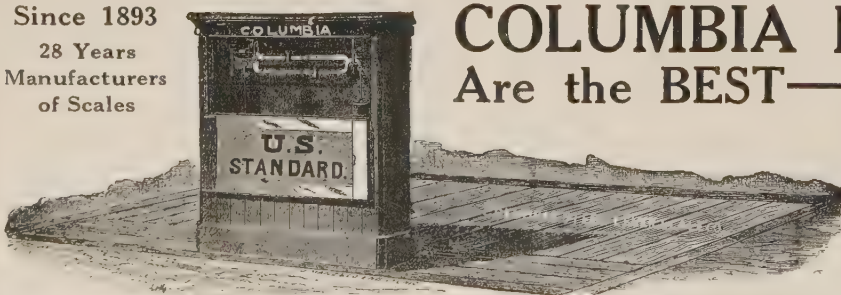
100 TON 50 FOOT FAIRBANKS Railroad Track Scale with all steel for setting same, for sale. All in perfect condition. Very Cheap.

C. E. BIRD & CO.,
Minneapolis, Minn.

ONE RICHARDSON AUTOMATIC four bushel capacity shipping Scale, in perfect condition, for sale. We have replaced this scale by a larger scale of the same make. Tontogany Farmers' Co-operative Co., Tontogany, Ohio.

TRACK SCALE for sale. One—eighty and one—hundred ton capacity track scale, each 42-foot top, equipped with self-registering beams, fully overhauled, good as new. Also sundry elevator equipment. Write J. M., No. 510 Mitchell Bldg., Milwaukee, Wis.

Since 1893
28 Years
Manufacturers
of Scales



COLUMBIA MOTOR TRUCK SCALES Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market. COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. THERE MUST BE A GOOD REASON.

COLUMBIA SCALE COMPANY

Telephone Albany 4
2437-43 N. Crawford Avenue

F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.

Helpful Books FOR Carlot Grain Handlers

Triplicating Confirmation Blanks will enable you to avoid disputes, differences and prevent expensive errors. Space is provided on our Confirmation Blanks for recording all essential conditions of each trade. You retain tissue copy, sign and send original and duplicate to customer. He signs both and returns one. Fifty confirmations in triplicate, bound in press-board with two sheets of carbon, size 5½x8 inches, 90 cents. Order Form No. 6CB.

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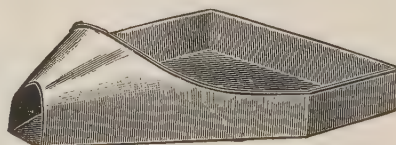
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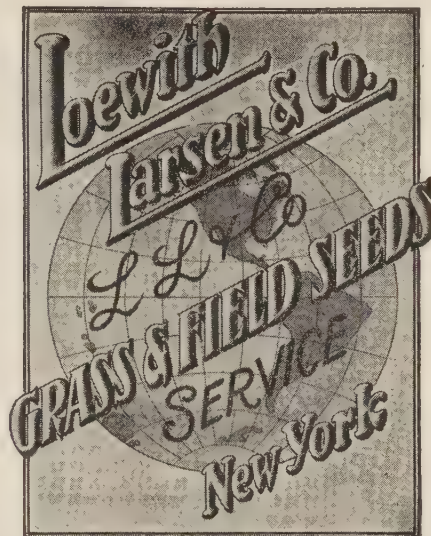
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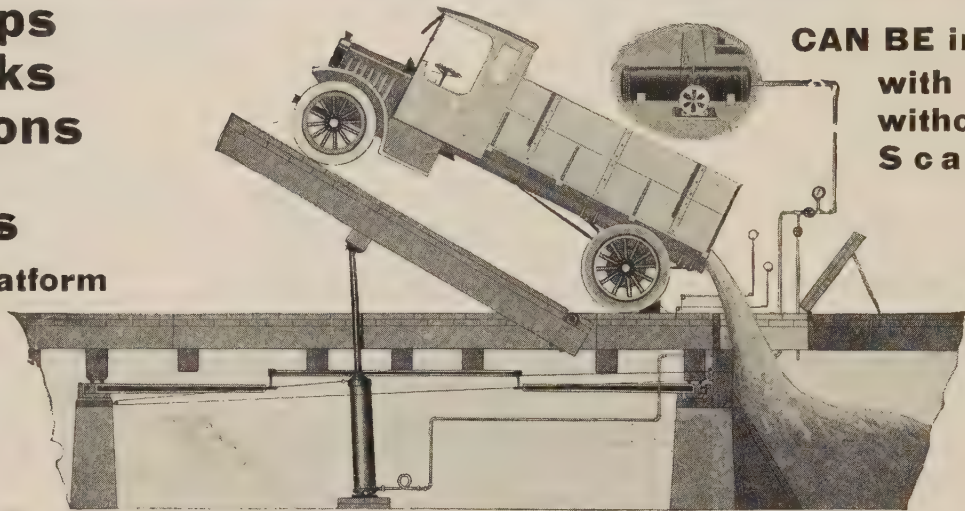
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THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, MARCH 25, 1921

ARE YOU carrying explosion insurance? Do you keep your elevator clean?

DO NOT wait for an explosion to blow the grain dust out of your elevator. Sweep out frequently and keep clean.

DELAYING RETURNS until the time limit for filing claims has expired puts the burden on the receiver to make good the loss.

VISIONARY CREDIT schemes for the sale of our grain to impoverished Europe do not appeal to conservative bankers who have not yet found any way to do business successfully with insolvents.

SOME Congressmen have kept their seats at Washington by persisting in their agitation of impossible issues, yet their dull constituents have never suspected that they have been buncoed. Do Senators Capper and Norris propose to follow in the footsteps of Gronna and McCumber?

THE RAILROADS strenuously objected to suction fans on receiving pits or boots and heads of receiving legs, because they want pay for hauling the dirt as well as for hauling the grain. However, they have not yet insisted upon shipper's paying for damages done to their elevators by the dust.

THE MAN who does not understand his scales can not hope to catch the tricky machines when they are weighing against him any quicker than when they are weighing against a customer. Study the construction of your scales and watch them closely if you want to know they are weighing accurately all the time.

OVERBILLING shipments may seem a safe and easy means of raising the wind temporarily to tide over a shortage of cash; but no grain shipper, even tho solvent, should resort to this practice on account of the federal penalty attached, as stated in "Asked-Answered", page 496, this number.

AS THE VOLUME of freight continues to decline the railroads lay off more and more workmen, and those retained stubbornly refuse to accept any reductions even tho it would help to improve general business conditions. Freight rates and taxes must come down before business can make much progress toward normalcy.

OREGON'S new law regulating the premiums and discounts to be paid for wheat, on the basis of test weights from 51 lbs. per bushel up, is in a way an attempt to legislate value into a commodity, and defeats itself to the extent that buyers in contracting will protect themselves in the price bid. The law appears on page 502, this number.

GOVERNMENT ownership and operation of railroads is fast losing its popularity. Canada's Minister of Railroads has just admitted an operating deficiency for 1920 of approximately seventy million dollars. France lost over two hundred million dollars on its railroads and one hundred twenty million on its telephones last year. Wherever Government has attempted to conduct a business, waste, inefficiency and loss has resulted.

BUSINESS MORALITY outside of the grain trade is at a low ebb, judging by the many attempts to get out of losing contracts that are morally if not legally binding. In the hay trade and grain trade the number of members expelled for failing to arbitrate differences with fellow members is increasing. Should the expulsions continue to increase in numbers the logical result will be a separation of the sheep from the goats and membership in an ass'n or organized exchange will be more than ever a badge of reliability.

THE NEW SEC'Y of Agriculture seems to understand that the farmer is the real party at interest in the railway wage question, when he says "The farmer can not stand for making railroad workmen a preferred class and paying them wages altogether out of line with the wages the farmer gets." The packing house workers handling the farmer's product have just had to accept a cut in wages, the men in the harvesting machine shops will submit to an early reduction, and the railroad and coal mine workers should be next in line.

GRAIN dust is known to be highly explosive and dangerous, yet no one seems willing to throw it away. The thresher increases his bill by leaving it in the grain, and the farmer gets his money back by selling the dirt to the country dealer at grain prices. The country dealer in turn sells it to the terminal market buyer for enough to pay the freight, but many of the manufacturers take out all the dirt before starting to reduce the grain. Each handling of grain produces additional dust so that if none is removed along the way the last handler is in the greatest danger of being blown up. This makes it easier to understand why most of the dust explosions occur in terminal elevators.

HAT IN HAND thirty Kansas flour millers have recently humbly petitioned the Court of Industrial Relations for permission to close on account of poor flour demand. Their request will be granted as soon as the Court has referred the question to the higher authority, economic force. But why should a miller be bothered to go into court to get permission to shut down in order to stop losing money?

CENTRAL points have such advantages of storage and financing that a few years ago it was planned to trade in cotton for future delivery at Chicago. Now the Coffee and Sugar Exchange of New York has arranged to trade in sugar for future delivery on the basis of "Chicago delivery contracts." That is to say, the Chicago sugar warehouseman can hedge his stocks by sales in New York without fear of a squeeze due to inability to move the sugar to New York on short notice. Could the grain warehousemen in different cities and in the country persuade the grain exchanges to bury their jealousies and make their receipts interchangeable for delivery on contract at agreed freight differences?

MINNESOTA'S anti-short-selling law seems to have a fatal defect that will prevent its enforcement, in that the second paragraph of Sec. 1 does not require the buyer of a future to make a special inquiry of the seller as to whether he actually has the wheat or other grain in his possession at the time of making the sale. The buyer never knows the name even of the customer of the other one of the two brokers who intervene between the two customers in the transaction. Sec. 2 must be strictly construed against the law, being a penal statute, and it is doubtful whether a commission merchant selling a future for a customer can be penalized as long as there is a possibility that the customer may make actual delivery.

ALLOWING INSPECTION of grain shipped to a distant market before paying draft and obtaining B/L has never proved satisfactory, and if shippers cannot do business without giving this privilege to the buyer, then they would be much better off to seek a market for their grain elsewhere. Buyers of some sections persist in demanding that Bs/L be stamped "Allow Inspection," but of course the wise shippers refuse to accede to this unreasonable request. Whenever grain is so sold and the market goes down, is dull, or the buyer is hard up at time of its arrival, he will of course find many defects in the shipment and use them as a petty excuse for refusing to pay draft. If buyers have not sufficient confidence in the integrity of sellers to accept their grade on grain shipped, then they would be much better off not to buy from the said shippers. The best way for all concerned is to bill grain on shipper's order, draft attached, and to insist upon payment of draft before B/L is released. Sharps who are ever looking for opportunities to beat their customers or those with whom they are dealing, invariably lose much more by their sharp practice than they make, and the unpleasant experience invariably proves a bar to any future business relations, while the man who is always trying to do business on the square finds that all desirable customers are anxious to do business with him.

THE RAILWAY LABOR Board's decision, which is expected to be given within 30 days is certain to be unsatisfactory to one of the several parties interested. If the Board holds that the national agreements may be abrogated and the managements employ labor at the current market price in their respective localities the agitators will be displeased, however much such a decision will seem just to the owners, the shippers and the members of Congress who enacted the Transportation Act. If the Board fails palpably to adjust wages to current earnings and market prices the national legislature may be called upon in a new enactment to decide whether wages shall be cut or their present high level maintained at the expense of the taxpayers thru some device of government ownership.

COUNTY AGENTS in Missouri seem to have forgotten all about the agricultural problems of the farm, and are now devoting much of their time to organizing business enterprises for farmers who are anxious to grab off some of the large profits made by the middleman. In most cases the county agent gets, in addition to his regular salary, 4% of the capital stock of all companies which he organizes, so it is to his advantage to keep on organizing new enterprises, even though they compete with the old. While this work increases his revenue, it does not interfere with the real agricultural improvement work which is left for dull days when farmers have become satiated with worthless stock in various business enterprises.

A SEED HOUSE that cataloged its seed as being invariably tested for purity and germination before shipment, described its special brand as being "hand-picked", declared it bot no seed after it had reached the terminal market but secured it direct from the grower, has been ordered by the federal government to cease and desist from such misleading advertising, for the reason it had no seed analyst, its special brand was not even cleaned over a machine, it bot its seed from a terminal market, its seed tested only 48 per cent germination and was full of weed seeds and dirt. Having been forbidden to puff its merchandise in eight specified particulars its business naturally is killed. It probably will not be long before the individuals behind this concern will incorporate under a new name, but its advertising will be accepted by no journal of standing.

THE ANNOUNCING SLOGAN of the new administration seems to reflect a desire to inject more business methods into government and less government into business, but still the representatives of the Bureau of Markets continue their policy of meddling with business on every opportunity. The theorists who are on the Committee of Seventeen which has been assigned the task of revolutionizing our grain marketing system, have evidently not heard from headquarters. Business men of all parties are so sick and tired of governmental interference with business that they are almost driven to the point of joining the blue law bigots. During the past few years the country has been cursed with too much legislation, both by State legislatures and by Congress, with the result that the average individual does not find time even to count the laws, nor attempt to understand what they mean. The country needs relief from this law-making mania and more sanity in the laws that are really needed.

Lessons of the Latest Dust Explosion.

The explosion of dust in the C. & N.-W. Ry. elevator at South Chicago, March 19th, which so completely wrecked the plant that it will require at least a year to put it back into commission, forces into the foreground the problem of how to overcome or at least minimize the hazards from this destructive element.

This modern house was supposed to represent the last word in grain elevator construction. It was built according to the plans and specifications of one of the foremost grain elevator designers of the world, after every feature of construction, arrangement, equipment and operation had been carefully canvassed, and the attractive features of competitive designs had been passed upon by elevator operators of long experience.

The house was constructed with a view to eliminating all danger of fire. Nothing but steel and concrete was used in the construction of the buildings and for that reason the grain loss will be comparatively small. The working house was equipped with a complete dust collecting system and only recently a dust collecting system had been installed in the river house. All wiring was encased in iron conduit and the walls and ledges of the plant were swept continually to reduce the dust explosion hazard. Yet all of the precautions taken failed to save this house from destruction.

Many different governmental agencies are actively engaged in an effort to ferret out the cause of the explosion, but there seems to be little promise of their succeeding. Within two months a rope drive became so frayed in trying to drive a leg which was choked, that it was ignited by friction and badly burned, but no damage was done to the house. Fires have also occurred in the driers, but it does not seem possible that fire would smolder for five hours in a house constructed of non-combustible material. However, the fact remains that the house is a complete wreck.

The rough surfaces of the walls and the numerous ledges of the steel framework afforded ample opportunity for dust to lodge, and no doubt are in a measure to blame for the force of the explosion. It would seem to be the duty of builders henceforth to place driers and bleachers as far away as possible from the working elevator, and to do away with rough faced walls and ledges so as to minimize the opportunity for dust to lodge. All dusty parts of every elevator must be well ventilated. Not only will it be necessary to equip every working house with a complete dust collecting system for every cleaner, clipper and scourer, but also to equip heads and boots with suction fans, to provide sweep-ups on every floor, to remove as much of the dust as possible before grain reaches the terminal elevator and then to handle grain in a way that will minimize dust production.

The seven dust explosions of 1919, which killed many persons and destroyed or wrecked elevators in different parts of this country and Canada, placed elevator superintendents generally on guard against this danger, and operators everywhere have been more willing and anxious to keep their houses clean since the disasters of 1919 than ever before.

This latest catastrophe calls not only for greater cleanliness but greater precaution against permitting the accumulation of dust in large quantities. Henceforth builders will no doubt strive to place storage plants apart from cleaning, transferring and drying houses, and designers of all grain handling plants will favor the smaller unit.

Grain will be handled through elevators in a way to carry its dust with it, so as to prevent so much dust escaping from the grain and settling on walls and ledges. It is this accumulated dust which does the great damage. In all grain elevator explosions first comes the light explosion which dislodges and stirs up this fine dust and the fire from the first explosion like a flash carries combustion to all parts of the plant and the strongest structure is in ruins. Elevators built of wood like the Paddock-Hodge house at Toledo or the Quaker Oats house at Rickford, Vt., are generally a mass of flames in a minute.

Operators can do much to minimize the dust hazards by adopting every known device for keeping down the dust and every precaution for preventing fires, sparks or flames being exposed to a cloud of dust, but the problem must also be given careful study by designers and builders of all kinds of grain handling plants.

Using Taxpayers' Money to Abuse the Trade.

As taxpayers the members of the grain exchanges are paying their full quota toward the support of our government and the maintenance of the government buros at Washington. The grain dealer helps pay the salary of the employes in the U. S. Dept. of Agriculture. The pit trader helps to pay for the paper on which is printed the worthless "Weekly Market Reporter" of the Bureau of Markets. The documentary stamp tax on grain exchange sales of wheat, corn and oats for future delivery pays the salary of the writer of the "Reporter" who in the issue of that valuable (?) sheet for Mar. 19, said:

"Cash wheat was in good demand thruout the week, if the premiums were an indication, which made the heavy short selling of the futures by speculators seem illogical."

"Bullish news regarding supplies was both misconstrued and ignored and the large export business was likewise ignored. Speculators contend that there is wheat enough to last until next harvest."

"Unfavorable reports from the growing crop were likewise ignored."

"Some of the selling was thought to be liquidation of long wheat, but the bulk of it was credited to short account."

"That the demand for cash wheat kept prices far above the futures made no impression on the speculators who persistently hammered the market."

Cheap "knockers" the grain exchanges always have had with them. Their medium of expression usually has been that part of the daily press catering to the ignorant and prejudiced and capitalizing class hatred and anarchy.

It would seem sufficient that the daily press should print such propaganda against legitimate business, and that we need not pay out the taxpayers' money for useless duplication of such misinformation. If the new Congress desires to cut down expenses of government,

the "Market Reporter" is a good place to start pruning. As a test whether there is a real demand for this publication let Uncle Sam charge the cost to the recipients, say \$5 per year per subscriber. Thousands of periodicals are supported by their own subscribers. The government Patent Office Gazette weekly costs \$5 a year, and the various bulletins of the U. S. Department of Agriculture have a price of 5, 10 or 15 cents attached. Why subsidize the "Market Reporter?"

The Grain Elevator Failures.

Grain dealers everywhere will be pleased to know that the Grain Elevator Builders Ass'n proposes to give publicity to every elevator which collapses or develops weaknesses traceable direct to improper construction. The members of this organization are interested in the grain dealers getting up-to-date, convenient elevators which they can depend upon to store grain safely and handle it efficiently, and to attain their end will conduct a campaign against inferior, cheap construction. Their proposed work is most commendable and should merit the hearty support of grain elevator owners everywhere.

Elevator failures are frequently reported in our news columns as well as in our contributed columns and observing dealers are profiting by the experiences of their fellow sufferers. They will avoid letting their next contract to an unreliable or inexperienced builder who cannot be depended upon to construct a plant which will serve their needs. Of course, the short-sightedness of many dealers in letting contracts to the lowest bidder, without due consideration to exactly what he proposes to give them, is largely to blame for many of the construction failures.

If more elevator owners would admit their troubles and write out the shortcomings of their cheap plant which they secured on a low bid, the trade would be much better off, because those contemplating the erection of a new elevator would have a clearer understanding of the difficulties to be expected and the failures to be guarded against.

So many expensive plants have been bungled during recent years, the wonder is that the silo builders have not long since joined the barn builders in resolving to confine their labors to farm work. The many problems of arrangement and operation connected with the stress and construction difficulties, as well as the distribution of power, should of themselves be sufficient to convince the silo builders that he has no right to attempt to build a grain elevator, but the prospect of easy money leads them into insurmountable difficulties of which they had no conception.

The many grain elevator failures made by the inexperienced builders should serve to convince them of their own incapacity for construction work of this character, but so many sufferers nurse their wounds in silence the bunglers really think they have done a good job, when in reality the plant is a dismal failure. The modern elevator, with all its improvements, conveniences and economies in power, labor and material, is invariably built best and cheapest by the expert who thoroughly understands the needs of the prospective operator.

North Dakota's 1921 Acreage

Cooperstown, N. D., Mar. 23—Farmers are hard up, but not for lack of seed or help, in this part of state.—Albert Retzlaff & Co., by W. L. Wanske.

Glover, N. D., Mar. 24—Wheat acreage will be badly cut but cannot definitely say the percentage at this time. It may be 35%.—Farmers Equity Elevator.

Bathgate, N. D., Mar. 24—Wheat acreage in this vicinity will be reduced very little and seeding will probably begin about the first of April.—Oscar Almle.

Garrison, N. D., Mar. 24—Wheat acreage will be reduced about 30%. Land will be summer fallowed. Farmers are unable to buy seed. Farmers Co-op. Trading Co.

Eastedge, N. D., Mar. 24—Farmers will plant a normal acreage to wheat in this section of the state. They can get lots of men at wages ranging from \$25 to \$50 per month.—Eastedge Farmers Elevator Co.

Wasta, S. D., Mar. 24—All spring wheat seeding is done. Wheat acreage is less than the 1920 acreage. Rye and winter wheat are both looking fair to good.—L. J. Nesheim, mgr., Elm Springs, Wasta Elevator Co.

Lankin, N. D., Mar. 23—Wheat acreage will be reduced 40%, and no flax will be seeded whatever in this section. On account of present conditions, and prices farmers cannot afford to raise the grain.—Ruzicka Elevator Co.

Olmstead, N. D., Mar. 24—Wheat acreage sown this spring will be reduced at least 50% in this community on account of the prices and the scarcity of money with which to buy seed and finance the farm in 1921.—Frank E. Fee.

Flaxton, N. D., Mar. 24—Wheat acreage will be reduced about 10% in this locality but west of us there will be some shortage of seed where the reduction in acreage may reach 25%. This covers only Flaxton County.—John Smith, Flaxton Farmers Elevator Co.

Pillsbury, N. D., Mar. 23—Around Pillsbury the same acreage will be sown this year as was planted last year. The farmers have their seed and help seems to be a great deal cheaper than it was last year.—Pillsbury Farmers Elevator Co., by C. R. Enright, mgr.

Rutland, N. D., Mar. 24—Acreage of wheat in this section will be reduced 25%. The reduction will not be so much because of the inability of the farmer to secure help as it will because of the unreasonably low prices.—E. J. Hoel, mgr., Rutland Farmers Co-op. Elevator Co.

Nome, N. D., Mar. 24—If the farmers had been paid a little profit for the crop he raised last year I think they would plant about the same acreage this year as they did last year. As it is the least they can put in the better they are off. Any one can figure that.—Nome Grain Co.

Minnewaukon, N. D., Mar. 24—No seeding done at this date. Prospects as far as I know are that farmers will seed about as much as usual depending on the season. If opens early as the indications are at this writing—the usual per cent or normal acreage will be seeded.—C. H. Sheldon.

Spiritwood, N. D., Mar. 24—As near as I can find the acreage here will not be much smaller than it was last year. Farmers have more fall plowing to put in this year than in most years. I find that they will not do much extra plowing for wheat. There is more rye in this locality this year than ever before.—Spiritwood Equity Elevator Co., Martin V. Craft, mgr.

Devil's Lake, N. D., Mar. 23—Wheat acreage will undoubtedly be largely reduced in our state not because of the lack of help or the inability to get seed but on account of the unsatisfactory prices paid for wheat of the last crop. Farmers argue that if wheat went to a dollar on the 1920 crop what will prevent it from going to 70 cents this year. They say, "Why raise a crop for less than the cost of production?" The reduced acreage will be over the entire state and the eastern section is not short of seed. For the last few years we have rather forced production by planting all available land. Now only the best will be planted

and what then is planted will be what the farmer can handle without hiring help. The rest of the land will be summer fallowed. This reduction can only be estimated but will be from 25 to 50%. Other grain acreage in our estimation will also be reduced.—Farmers Grain Co.

Englevale, N. D., Mar. 24—Wheat acreage in this locality will be cut approximately 20%, due to low prices, scarcity of farm labor at fair wages and financial difficulty in obtaining seed. The greater part of the reduced acreage will lie fallow, until labor conditions and financial conditions get back to normal.—H. C. Smith, mgr., Englevale Farmers Elevator Co.

Drayton, N. D., Mar. 24—Our territory will see a large reduction in wheat acreage. The decrease will be by choice as there is no encouragement for production and more summer fallow and coarse grains will result. The decrease will be 25 to 30 per cent. Conditions look favorable and no doubt an average crop can be realized under favorable growing conditions.—Farmers Elevator Co.

Karnak, N. D., Mar. 24—As I see it there will be no decrease in the acreage seeded to grain in this locality with the exception of flax. Many are intending to quit raising flax. Hired help is plentiful at wages from \$35 to \$50. Many farmers will hire just thru seeding time as they have no money laid up and will not have any until they put the new crop on the market.—Fred Peterson, agt., Karnak Grain & Fuel Co.

Durbin, N. D., Mar. 24—Weather permitting the wheat acreage will be as large if not larger than last year because much fall plowing was done. Plenty of seed here and cheaper than usual. My personal opinion is that the barley acreage will be reduced and the oat acreage may be some, altho oats were never grown in this vicinity for market. The flax acreage will be cut out entirely with about the same amount of corn.—Durbin Farmers Elev. Co., F. H. Colby, mgr.

Fargo, N. D., Mar. 24—North Dakota's wheat acreage will be cut at least 40% and perhaps more. The western end of the State is short of money and the Red River Valley farmer is going to summer fallow and put the land in shape again. They claim present wheat prices are ruinous and they will not put more wheat than they have first class land for. Corn acreage will be increased and oats and barley acreage will be about normal.—Interstate Seed & Grain Co.

Heimdal, N. D., Mar. 24—Wheat acreage in this state will be materially reduced on account of various reasons. One reason is the severe shortage in finances making the farmer unable to get seed and feed. Another reason is that a certain element is advising the farmer to reduce his acreage in other words telling him to summer fallow and fight. We do not know what the reduction will be but at any rate it will be considerable.—L. R. Peterson, mgr., Equity Farmers Elevator Co.

Washburn, N. D., Mar. 24—As to wheat acreage in this territory will say that there is no question in my mind as to the decrease, but 50% reports are absolutely absurd. There is a lot of political talk about "summer fallow and fight" but no one except the politicians take it seriously. Most farmers have reached this conclusion: "They will farm as much as they can without hiring help." I would say that the reduced acreage will be about 25%. Most of the farmers have their seed in this territory.—John Bibelheimer, Washburn Grain Co.

Amenia, N. D., Mar. 23—There will be nearly the usual acreage of wheat here in the Red River Valley. The movement toward live stock and dairy farming, which was checked by the war-time demand for wheat, will now be resumed, and will naturally result in some decrease. Should the spring happen to be late, it will make a decided difference in wheat acreage, as farmers will not seed wheat unless they can get it in early, as it is almost sure to be ruined by rust. Farther west in the state there is no question but what acreage of wheat will be much smaller.—The Amenias Sharon & Land Co.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Recovery for Leak Thru Grain Door?

Grain Dealers Journal: We shipped to Buffalo a car, N. W. 62730, of sample grade wheat, weighing 78720 over our track scales, which had been tested and found in good order only a month before. At Buffalo the Corn Exchange Weighmaster reported on weight certificate a leak thru grain door and weight 77550, making a shortage of 19½ bus.

Our claim has been refused by the freight claim agent of the Pere Marquette Ry. Co., alleging that the car did not receive any unusual handling and met with no wreck or accident. Is there any further use in trying to collect this claim?—John C. Liken & Co., Sebawaing, Mich.

Ans.: The negative proof that the car met with no accident in handling does not offset the positive proof that the grain leaked out thru the grain door as evidenced by Buffalo weighmaster's notation on certificate of weight.

While a track scale weight might be inconclusive as to a difference of 100 lbs., yet here was a shortage of over 1,000 lbs. as shown by terminal hopper scale. On the question of weights alone the railroad company is liable. If the railroad company could show that the leak thru the grain door was due to carelessness by the shipper in cooping the car and in loading, it would have a fair chance to defeat shipper's claim, but the carrier can not do this. Besides, the grain may have leaked out elsewhere or been stolen from the car, so that shipper's chance for recovery is good if turned over to a claim attorney for suit and collection.

Liability for Fraudulent Overbilling?

Grain Dealers Journal: A grain dealer in the vicinity of a western branch office sold us about twenty cars of wheat and corn covering a period of several months, practically all of the wheat went to the Gulf, and returns are months getting back on these shipments and this man, it develops, now would load the cars with 10,000 lbs. to 30,000 lbs. less than the B/L indicated and make draft on us for the amount shown on the B/L, less a reasonable margin, and we paid them.

We received a few returns and noticed that the cars were way short and began an investigation and found that each and every car was very short.

It looks to us as if the railroad agent was very slack in signing a B/L when a car was only half full, as many were, and in some instances 60 capacity cars were billed out as 93,000 pounds and the agent would sign Bs/L.

What is your opinion with regard to our ability to collect from the railroad company on these shortages, the shipper refusing to make settlement?—Fred W. Elder Grain Co., Hastings, Neb.

Ans.: Under the laws of some states the railroad company was not liable, the agent having exceeded his authority in issuing a B/L for more than was received. In other states, statutes made the carrier liable.

Since Jan. 1, 1917, when the Bill of Lading Act went into effect, the carrier has been liable on interstate shipments. Sec. 22 provides:

"Sec. 22. That if a B/L has been issued by a carrier or on his behalf by an agent or employee the scope of whose actual or apparent authority includes the receiving of goods and issuing B/L therefor for transportation in commerce among the several states and with foreign nations, the carrier shall be liable to (a) the owner of goods covered by a straight bill subject to existing rights of stoppage in transit, or (b) the holder of an order bill, who has given value in good faith, relying upon the description therein of the goods, for damages caused by the non-receipt by the carrier of all or part of the goods, or their failure to cor-

respond with the description thereof in the bill at the time of its issue."

The shipper who refuses to make settlement may be persuaded to do so if his attention is called to Sec. 41 of the same law which provides 5 years' imprisonment or \$5,000 fine for anyone "who negotiates or transfers for value a bill which contains a false statement as to the receipt of the goods, or as to any other matter."

In this case the guilt of the shipper is plain and he should lose no time in settling, as this is a serious offense, the law having been tested within a year after its enactment by the U. S. Department of Justice procuring the indictment of August Ferger of Cincinnati, O., on the charge of fraudulently issuing Bs/L.

If the shipper does not make good the loss the buyer has recourse against the carrier.

Receiver as Notify Party Not Liable for Undercharge?

Grain Dealers Journal: In 1918 a shipper in Ohio consigned us several cars of wheat, we to handle the wheat here for his account and risk. The wheat came in, and as the Grain Corporation was the only buyer here at that time, we turned the wheat over to the Grain Corporation, at the government fixed price, and rendered the shipper an account sales on that basis. In making out the account sales to the shipper, we charged him the exact amount of freight the railroad charged us. But now, 3 years later, the railroad comes back and says it made a mistake in the rate, figuring it too low by 2c per 100 lbs.

The shipper refuses to pay it, and the railroad company says it is going to make us pay it, as the wheat was billed to Buffalo, notify Whitney & Gibson. We contend that the railroad cannot make us pay, as we did not own the wheat, but simply handled it for the account and risk of the shipper. On consignments it is understood in every market, that the shipper pays whatever charges follow the grain. The shipper in this case, is perfectly reliable, is still in business, and is able to pay the railroad the additional freight asked.

Do you believe the railroad can make us pay this additional freight on wheat which we did not own, but which was owned by the shipper and handled by us simply on consignment for his account and risk?—Whitney & Gibson, Buffalo, N. Y.

Ans.: Under Conference Ruling No. 314 the Interstate Commerce Commission holds that the carrier should "exhaust legal remedies in order to collect undercharges from the party legally responsible therefor." But the carrier is not required to start suit if in good faith it is found that legal process would be ineffectual.

The courts of Massachusetts and New York have passed on this question, and the law is well settled that the consignee is liable for the freight and for any undercharge. If a commission merchant gets possession of a shipment under a straight B/L he is the consignee and liable. If he gets possession under an order B/L, which is commonly the case in the grain trade, he is not the consignee, but simply the notify party, and is not liable. Even if he gets possession under a straight bill, he would not be liable for the undercharge, if at the time of receiving the shipment he notified the carrier that he was simply an agent for the sale of the property.

The Supreme Court of New Jersey on Mar. 27, 1917, in the case of Pennsylvania Co. v. Townsend, held that the carrier could not recover from the notify party, \$40 undercharges on a carload of potatoes shipped from Presque Isle, Me., by T. M. Hoyt, "consigned to the order of T. M. Hoyt, notify Wm. A. Townsend." The court said "The consignee was T. M. Hoyt and the B/L was not indorsed or assigned by him. There is no proof apart from the B/L as to the relation existing between the consignor and Townsend, nor that he knew the correct amount of the freight charges, nor that he had even made an agreement respecting the same. We have only the bare fact that a statement of the freight charges prepared by the plaintiff was delivered to Townsend, who paid the bill and took the goods." "The mere acceptance and removal of the goods without knowledge by the assinee that the same was an undercharge does not create any further liability on his part."

The Supreme Court of New York, in Penn. Ry. Co. v. Titus, 142 N. Y. S. 43, held: "Where peaches were shipped to defendant as the owner's agent for sale on commission, and defendant paid plaintiff the freight charges demanded, which by mistake were too low to conform to the scheduled rates, defendant having sold the peaches and accounted to the owner for the

proceeds, less the freight paid, was not liable for the difference between the freight demanded and the lawful charges."

Exorbitant Rental for Elevator Site?

Grain Dealers Journal: We have received notice from the Lake Erie & Western Railroad that the rental on a lease at a small station would be raised from \$16 to \$59.40 on May 1. This is supposed to be 6 per cent of the value of the ground, while \$59.40 would be a fair price for it.

This lease has been standing since 1915, and this is the first raise on rentals of old standing. The Public Service Commission of Indiana seems to have no jurisdiction. Have we any recourse?—Stafford Grain Co., Portland, Ind.

Ans.: The elevator operator should offer the railroad company a check for what he considers a fair rental, stating on the check that it is for rent of the site for the year. The railroad company probably will settle rather than bring suit to eject the tenant.

J. W. McCardle, a member of the Public Service Commission of Indiana, writes as follows on this case:

While the Commission feels that the prices charged for the rental of ground by some of the railroads in Indiana, are unreasonable, we are without authority to act in the matter.

I have thought that if some of these elevators would go into court and establish the reasonableness of these contracts, perhaps it would be the best course for them to pursue. I know of no other remedy.

The Supreme Court of the United States has held that a railroad company does not have to lease land to an elevator company or any other industry, saying that it is not against public policy to refuse to lease ground. This coming from the highest court in the land would indicate perhaps that there is no remedy. However, I would test it in the local courts if I had anything to do with it.

Must Settle on Shipper's Weights?

Grain Dealers Journal: On July 16, 1920, we shipped to Kansas City, Mo., billed to the Marshall Grain Co. of Oklahoma City, Okla., car Cotton Belt 28798, oats. We have not been able to get returns from our receiver and have traced the car as follows. Langenberg Bros. Grain & Hay Co., bought this car on the floor for a Leavenworth concern. Langenberg made returns to Moore Seaver Grain Co. on the 20th of August. On Aug. 27 Moore-Seaver made returns to Norris Grain Co., who held the papers till Oct. 10, when they mailed them to the Prague Grain Co. of Prague, Okla. We have not been able to get the Prague Grain Co. to answer any correspondence, so do not know who else was interested in the deal. The Marshall Grain Co. claims to have the car sold to S. W. Hogan of Cashion, Okla., and say they cannot get returns from him.

The car was weighed at Leavenworth on Aug. 16th and the 6 months' time for filing claim expired Feb. 16th. Early in February we secured and furnished to the Marshall Grain Co., who bought the car from us, duplicate weight certificate, requesting account sales so that we could protect ourselves against loss by filing claim for the shortage of 500 lbs. Marshall refused to make settlement till he had settled to the party he had the car sold to. We have made draft on him for balance due us basis our loading weights. We are wondering if there have been any arbitration decisions covering this phase. We cannot get redress from the railroad because we do not possess any of the papers. Our point is, can we insist on settlement on our loading weights since we are denied chance of filing claim for our loss?—Geo. F. Milbourn & Son, Fairland, Okla.

Ans.: After the car had been billed out as requested by buyer all risk due to handling as ordered by buyer at Kansas City fell on the buyer. This follows because the seller had lost all control over the property and responsibility falls on the party having control.

Assuming that the oats were sold basis of Kansas City destination weights seller was under no obligations to accept other weights and was entitled to weight certificate in a reasonable time. Arbitration decisions agree with the law on this point.

In D. G. Stewart & Geibel v. Stiefel & Levy the Arbitration Com'te ruled against plaintiff,

Stewart, who had bot on Pittsburgh weight, but undertook to make seller accept weights at an interior point where unloaded, 7,855 lbs. short, and held that "plaintiff having failed to secure Pittsburgh weights must accept the weights at originating point."

Also, in *Piqua Milling Co. v. P. M. Gale Grain Co.*, the Arbitration Com'te of the Grain Dealers National Ass'n ruled against a buyer who delayed several months in furnishing certificate of weight. Instead of a genuine certificate the buyer sent an affidavit of an unloader lacking essential information. The com'te said "If it were an official weight, sent, as it was, more than 6 months after the defendants had advised the plaintiffs that the car was not weighed at Atlanta, it would not materially affect the decision, as it was sent too late for the plaintiffs to protect themselves on any loss arising from difference in weights." "We therefore order the defendants to settle on basis of shipper's weights."

Loss Settles on Destination Value?

Grain Dealers Journal: On July 14, 1920, we shipped a car of oats to Clarksburg, W. Va. The car arrived leaking badly at the door post and developed a shortage of 540 bushels. After investigating the claim the railroad is willing to pay the shortage on basis of \$1.08 per bushel, which they state is the market value of the oats on the day they should have arrived at destination. The car was shipped on contract at \$1.16½ per bushel, which makes a difference of 8½c per bushel.

The claim department insists that the decision in the "McCaul-Dinsmore case" establishes the basis for settlement of this claim as the "value of the grain on the date that shipment should have arrived."

Any information will be very greatly appreciated.—E. T. Cusenbolder & Co., Sidney, O.

Ans.: It is true, as stated by the claim department, that destination value at the time shipment should have arrived is the basis for settlement of claim. The allegation by the claim department that \$1.08 is the value at destination at that time should be scrutinized closely in the light of the markets, the facts and the evidence.

Notice of Arrival of Car.

Grain Dealers Journal: Our experience has been that the agent of the railroad company rarely knows in advance of arrival just when cars will arrive. We wrote the agent as follows:

We demand from you a notice in writing exactly 24 hours before the arrival of cars. We will then notify you in writing how to place them. We refuse to give blanket orders for spotting without definite, exact information from you as to movement of the particular car in question. Our business requirements are and have been for years of such a nature that serious loss can occur from orders for spotting given by us based on an inaccurate statement from you as to exact date of arrival.

Failing to receive such accurate data from you, we will give you disposition promptly on arrival of cars as in the past, either verbally or in writing as you desire.

Is our position sound?—D. D. Simmons, Moorhead, Minn.

Ans.: Placement is governed by the National Car Service Rules, Rule No. 2, Sec. A, having a Note reading:

"Note.—If a consignee wishes his car held at any break-up yard or a hold yard before notification and placement, such car will be subject to demurrage. That is to say, the time held in the break-up yard will be included within the 48 hours of free time. If he wishes to exempt his cars from the payment of demurrage he must either by general orders given to the carrier or by specific orders as to incoming freight notify the carrier of the track upon which he wishes his freight placed, in which event he will have the full 48 hours free time from the time when the placement is made upon the track designated."

Shipper's letter to the agent amounts to notice that cars are to be held for placement, and deprives him of the extra 24 hours he would have under the general orders, tho giving him the opportunity to have cars placed as desired when more than one arrive at about the same time.

Rule 4, Sec. A, provides that notice shall be given after arrival, not before; so that shipper can not demand notice 24 hours in advance of arrival.

Repeal of Transportation Tax.

Urging the discontinuance of the transportation tax on freight shipments because it acts as a restriction to trade, the Board of Directors of the Chicago Board of Trade on Mar. 15 adopted the following resolution to be sent to members of Congress:

Whereas, The amount of the transportation tax on freight charges imposed by the revenue act has, since the passage of the act, been increased about 100 per cent on grain and the products thereof transported within the United States, due to the excessive increases in the freight rates; and,

Whereas, The transportation tax now constitutes a heavy burden on the producers, merchandisers and consumers of these necessities of life, especially since the prices obtainable by the producers for these farm products have been materially reduced; and,

Whereas, The levying of this tax is contributing to the restrictions of trade in these essential articles of commerce; now, therefore, be it

Resolved, That the Board of Directors of the Board of Trade of the City of Chicago urge upon the members of Congress the repeal, not later than July 1, 1921, of Subdivision A of Section 500 of the Revenue Act of 1918.

Shippers Condemn High Rates.

Members of shippers ass'ns, representatives of railway labor and others who come in close contact with the railroads, met at a traffic conference in Chicago, Ill., on Mar. 14, at the suggestion of J. R. Howard, pres. of the American Farm Bureau.

The majority present gave their opinions of why rates should be lowered at once. Many placed the present business stagnation on the existing high rates.

Luther Walter, Chicago, Ill., representing the National Industrial Traffic League, urged the abolishment of the existing system of labor agreements.

"Iowa corn costs the farmer 22 cents a bushel to ship to the Chicago market, where he gets 38 cents a bu. for it," is part of a statement made by E. H. Cunningham, a representative of the Iowa Farm Bureau.

Judge H. S. Cowan, Ft. Worth, Tex., representing the livestock shippers of the southwest, said, "Carriers should take their losses in order to get business started. Abolish the increased rates and business thruout the country will boom."

Glen Plumb said that the railroads were allowed an increase in rates of 20 per cent to cover wage adjustments allowed by the wage boards. Since that the railroads have reduced the number of employees about 30 per cent, so that the railroad pay rolls today are less in money paid out than they were when the increases were allowed. It is not the amount of wages paid that burdens the shipper. It is the increased rates, in which labor is not participating, but is being blamed for."

Chairman of the meeting, J. R. Howard, pres. of the American Farm Bureau, said: "I am a farmer, but I can't produce unless I can transport. I am a consumer, but I can't consume unless things are transported to me. The present schedule of transportation charges are prohibitive. They must come down. To send a bushel of corn from Omaha to New York costs as much as the farmer gets for it on the Missouri River."

Samuel Felton, pres. of the C. & G. W., represented the carriers at the meeting. He argued that a reduction of rates at this time by the carriers would mean suicide because the majority of the roads were being operated at a loss. He blamed the high wage scale for inability of carriers to make both ends meet.

A Texas shipper of vegetables claimed that cabbage selling in Chicago for 7 cents a lb. was selling in Texas at \$3.50 per ton because the high freight rates prohibited its shipment.

Before adjourning the meeting voted to send resolutions to members of Congress, to the Interstate Commerce Commission and to

the heads of the various carriers. The resolutions pleaded for an immediate reduction of freight rates; for the abolishment of the existing wage agreements between the labor unions and the carriers and condemned the part of the Transportation Act that allowed carriers a return of 5½% on their investment.

Minnesota Statute against Future Selling.

The new law of Minnesota against speculative short selling of grain for future delivery has been approved by the governor and reads as follows:

A bill for an act defining gambling contracts as applied to sales of wheat, grain and other farm products, declaring the same to be illegal, prohibiting Chambers of Commerce, Boards of Trade and other similar organizations from making and enforcing rules designed to enforce the carrying out of such gambling contracts and prescribing penalties for the violation thereof.

Be it enacted by the Legislature of the state of Minnesota:

Sec. 1. Every contract of sale for future delivery of wheat, grain or other farm products, wherein the actual delivery of the commodity sold is not, in good faith, contemplated or intended by the contracting parties, is hereby declared to be a gambling contract; is hereby made illegal, and the parties thereto made liable to the penalties hereinafter provided.

And every contract is hereby declared to be prima facie a gambling contract when to the knowledge of the buyer the seller does not have in his possession, actually or potentially, the commodity sold.

Sec. 2. Any person, whether acting individually or as the member of a firm, or as an officer or employee of a corporation, who shall be found guilty of being a party, directly or indirectly, to any gambling contract, as defined in section 1 hereof, shall be deemed guilty of a gross misdemeanor and shall upon conviction thereof be punished by a fine of not less than \$500 nor more than \$1,000 and be imprisoned in the county jail until such fine is paid, not exceeding one year; and any such person who shall be found guilty of a second or further offense under this statute, in addition to the penalty above prescribed, shall upon conviction, be imprisoned in the county jail for a period of not less than 30 days nor more than 90 days, and if a corporation, shall be liable to forfeiture of its charter.

Sec. 3. This act shall not be construed so as to prohibit any producer of, or dealer in grain or any grain product or other farm product from buying or selling any such grain or product in good faith for future delivery on any grain exchange, according to the customary method of making such contracts on such grain exchange; and if either party to a contract of sale for future delivery enters into such contract in good faith as a protection against loss, on any product herein mentioned, such contract shall be lawful, and may be carried out by delivery of the product sold at the time specified in such contract, or may be settled by novation or by payment of the difference between the contract price and the market price of the product at or before the time of delivery specified in such contract.

Sec. 4. It shall be unlawful for any chamber of commerce, board of trade or other ass'n of persons conducting, maintaining or carrying on an exchange or place of business where wheat, other grains or farm products are bought or sold, to make, promulgate or enforce any rule or regulation which in any way penalizes or imposes a disability on any member of such chamber of commerce, board of trade or other exchange or person authorized or permitted to trade thereat, by reason of the failure or refusal of such member or person to carry out or observe the terms or provisions of such gambling contract. Any chamber of commerce, board of trade or other ass'n conducting or maintaining such an exchange, and every officer, agent or employee or any such chamber of commerce, board of trade or other ass'n, who shall violate or knowingly aid or assist in the violation of the provisions of this section shall be guilty of a gross misdemeanor.

Sec. 5. This act shall take effect and be in force from and after Aug. 1, 1921.

NETHERLANDS WHEAT imports increased during 1920 to 487,538 metric tons, compared with 1919 imports of 305,248 metric tons. Corn imports have shown a corresponding increase amounting to 384,554 metric tons in 1920 and 210,929 metric tons in 1919. Of the total imports of corn and wheat in 1920 approximately 70% came from the Argentine and only about 15% came from the United States.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Motto for Elevator Operators.

Grain Dealers Journal: In regard to the dust explosion in the South Chicago elevator of the Chicago Northwestern Ry., wish to advise that it is impossible to form an idea as to the cause of the first explosion of dust.

It is a well known fact that under certain climatic conditions, grain dust becomes highly ignitable material, which is readily set off by sparks thrown into it. These sparks may be caused in different ways, such as loose wire coming in contact with the fan, or some other revolving machinery; or machinery becoming loose, such as pulleys loosing and crowding a steel elevator leg, or cups rubbing against a steel elevator leg or due to the fact that belts may have stretched to such an extent that it would allow the cups to rub against the leg. Again there may have been a cross circuit in electric wiring, innumerable reasons for throwing of sparks into highly inflammable dust.

It will probably never be ascertained just what the cause of this dust explosion is for the reason that there are so many causes for it. An explosion of this kind is invariably due to a friction of some kind causing a spark at the particular time when this dust is susceptible to ignition. *Motto:* Keep your elevator as clean as possible as a precaution against dust explosion. Yours truly, T. E. Ibberson Company, E. E. Ibberson, Gen. Manager, Minneapolis.

Where the Increased Rates Are Going.

Grain Dealers Journal: I have been so impressed with the efficient management of the railroad business that I feel that some of the examples should be published, so that when the railways ask the people to "come across" again with increased rates they will be able to judge them.

Example No. 1.—A few weeks ago a car of grain doors was unloaded here after the car they came in sat here for two days. Later a half a carload of the doors were reloaded into the same car and shipped away. The next week another car was unloaded. The day following this carload was reloaded into two separate cars and shipped. This makes work for the section men, so they will not get disappointed. Of course, they have nothing else to do.

Example No. 2—More about grain doors. Three days ago 150 doors were loaded into one car and 150 in another car. Both of these cars were perfectly good grain cars and both were marked O. K. for grain. These cars are still on track here, as well as two bad order cars next to them that might just as well have been used for these doors, especially as I have had a car ordered for two days. But as the good cars are needed for grain doors I have to wait.

Example No. 3—About three weeks ago a string of cars was set out here lined with paper car liners. This work was done by the railroads. We naturally supposed they were pretty good cars after they had been lined, so we loaded one of them with corn. It went the whole eight miles to Sioux City and when it got there was leaking at the side, at the end and at the door post. We lost quite a lot of grain and now we will have to wait a year or so for the railway to pay us our claim, or part of it. The railroad tried

this lining experiment, according to our agent, on account of too frequent claims. I doubt whether the railroad knows more about the cooping cars than we do.—Sergeant Bluff Farmers Elevator Co., Sergeant Bluff, Ia.

Favors Government Ownership of Railroads.

Grain Dealers Journal: We do not like the position you took on the government control of railroads.

Any fool could understand that we never had government control of railroads, in fact, because the same bunch, who were always in control still held authority over the roads when under this so-called "government Control." They were not as big fools as to make transportation under government control a success and thereby create a sentiment in favor of just such control or supervision. It was to their interest to make this a gigantic failure and any one must be a "boob" who couldn't see it.

The day of private ownership is past. It is not necessarily Socialism to recognize this fact. The world is now so developed that it absolutely depends on transportation. Private ownership through it is coming to grief. It is coming so interwoven with the national welfare that it has or is coming to be a problem only to be wrestled with by the government itself.

If we do not have government control then under the present conditions all railroads in order to be satisfactory must merge into one gigantic company. It is too much waste of labor and time to separate cars to the various companies as we now have it and there must be a change in methods of railroading or we will always be confronted with just such conditions as we now have it. A blind man must see the dissatisfaction of the present method. —Chippewa Valley Equity Exchange, Durand, Wis.

Ask a Concerted Demand for Reduced Rates.

Grain Dealers Journal: We understand by the Interstate Commerce ruling that the passenger and freight rates in Nebraska must be increased again.

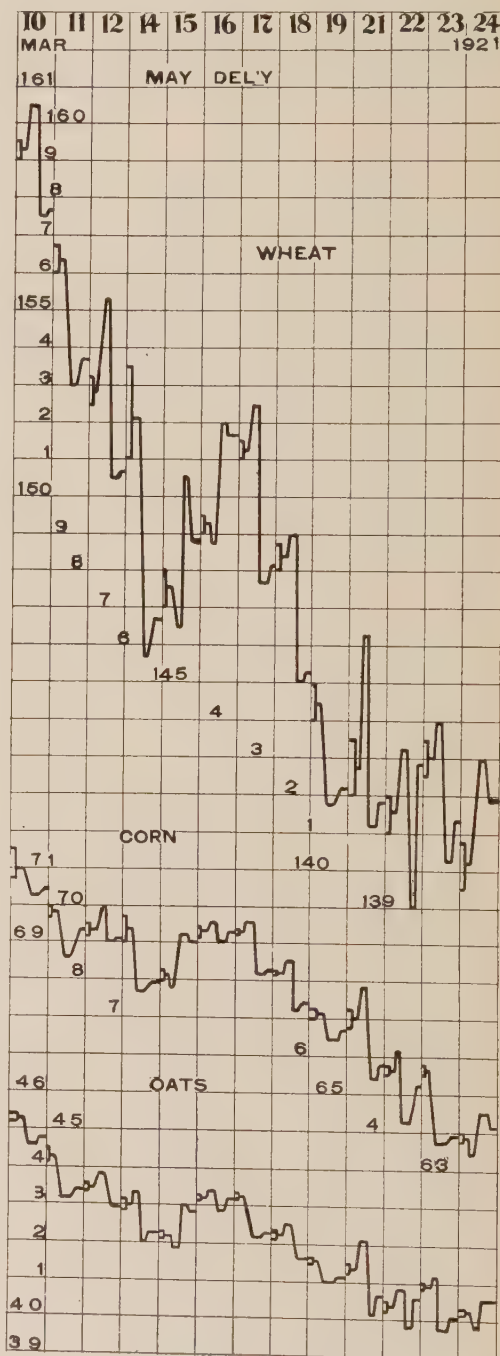
It seems to us the time has arrived when the people of the United States should rise up in a body and protest to every representative and every senator in Washington against these continuous increases in passenger and freight rates; also increased rates of all public utilities, such as telegraph and telephone companies, electric light, gas and power companies, street railways and express companies.

Is it not, therefore, time that some concerted action should be taken when every one is trying to reduce the high cost of living, to have a decrease in the rates to something like they were in normal times and in keeping with the reduced prices at which the manufacturers and business men are obliged to sell their products. These continuous increases in freight and passenger rates result in lower prices to the producers who are obliged to stand the freight from point of shipment to the cities and terminals.

It seems to us that the public in general should demand that the railroads reduce their expenses in the way of high salaried officials, train dispatchers, etc.; also the excessive high wages they are paying their employees, so as to bring down the freight and passenger rates where they belong and we trust you will use your influence and write to the commercial clubs and all other influential parties that should take these matters in hand; also write or request your members or clients to write to the senators and representatives of their district at Washington, as concerted action only will have the desired result. Yours truly, Western Seed & Irrigation Co., Fremont, Nebr.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for the May delivery at Chicago for two weeks past are given on the chart herewith.



"Hogs may be imported from any country" is the substance of an order issued on Mar. 20 by the British Minister of Food.

CUBAN RICE IMPORTS are now prohibited until 80% of the present supply has been consumed according to a March 22 presidential decree.

TEN FIRMS have been expelled from the National Hay Ass'n since the first of the year for refusal to arbitrate their differences with other members of the Ass'n.

A BILL which would limit the hours of work in mills and other industrial establishments in the state of Wisconsin was defeated in the Wisconsin assembly on Mar. 22.

Meet to Consider Exchange Legislation.

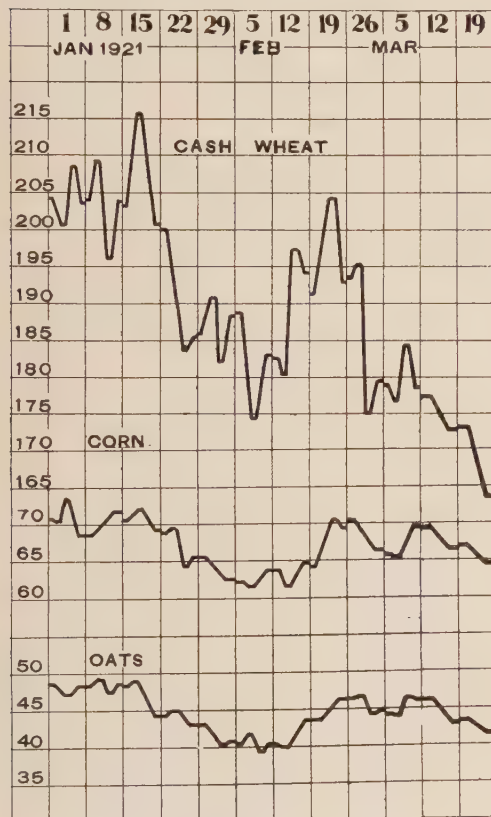
A meeting of representatives of the leading grain exchanges was held at Chicago Mar. 24 to consider the bills enacted or pending to force admittance to membership in the Boards of organizations rebating commissions to shippers.

The legislation enacted in Minnesota and contemplated in Congress was also a topic on the program.

J. P. Griffin, pres. of the Chicago Board of Trade, after the meeting stated that no conclusion had been reached as to what action should be taken to meet the situation. A com'te will be appointed to make a survey and report back to the exchanges.

Cash Wheat, Corn and Oats Fluctuations from Jan. 1 to Mar. 19.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Coming Conventions.

Apr. 20, 21, 22. Western Grain Dealers Ass'n at Des Moines, Ia.

May 10, 11. Illinois Grain Dealers Ass'n Peoria, Ill.

May 18, 19. Oklahoma Grain Dealers Ass'n at Skirvin Hotel, Oklahoma City, Okla.

May 24, 26. Kansas Grain Dealers Ass'n., at Kansas City, Mo.

June 20, '21. Southern Seedsmen's Ass'n at Memphis, Tenn.

June 22, 23, 24. Tri State Country Grain Shippers Ass'n, Minneapolis, Minn.

June 22, 23, 24. American Seed Trade Ass'n, St. Louis, Mo.

June 20, 21. Wholesale Grass Seed Dealers Ass'n, St. Louis, Mo.

Sept. 6, 7. National Hay Ass'n at Chicago, Ill.

Passenger agents of the western carriers in convention at Chicago, Ill., recently decided that concessions from the regular fare would be made for any organized movement of more than 350. It is probable that more such reductions will be made.

Place of G. D. N. A. Meeting.

The directors of the Grain Dealers National Ass'n have voted to hold the next annual convention at Galveston, Tex., if a rate of a fare and one-third can be obtained from the railroad companies.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 36053, loaded with corn from George, Ia., was badly burned; I. C. 37347, with corn from Archer, Ia., had roof burned off one end; Wabash 80120, with corn, was burned down to grain line; and R. I. 58551, mixed corn; I. C. 37121, yellow corn, and R. I. 57867, yellow corn, were damaged, on the night of Mar. 19 in the explosion and fire which followed at the Northwestern Elevator, South Chicago, Ill.

L. E. & W. 44884 passed thru Oxford, Ind., on Feb. 16 in a L. E. & W. local eastbound freight. Car was leaking oats at the side door.—Oxford Grain Co.

A car passed thru Stafford, Kan., about the last of February and left a string of wheat for about three miles. It must have been on an eastbound Missouri Pacific train. I did not see the car when it was stopping here and of course was unable to ascertain the number of the car or the destination.—John Mayfield Co-operative Grain & Merc. Co.

Carrier Liable for Delay.

A car was set for loading Oct. 27, 1919, and on Oct. 30 at 4 p. m. a B/L was issued at Vannale, Ark. There was a south-bound local freight train which left Vannale on Oct. 30, after the car of cotton seed in question was ready to be moved and after a B/L had been issued therefore. The usual time for carrying a car of freight from Vannale to Helena was 28 hours. The car of seed in question did not reach Helena until Nov. 5. If the car had left in the local freight train it would concededly have reached Helena in 28 hours.

The seed became heated in transit and materially damaged.

The shipper, Helena Cotton Oil Co. got judgment, and this was affirmed Feb. 7, 1921, by the Supreme Court of Arkansas, holding that:

It was the duty of the railroad company to have carried the car of seed in question in its local freight train. Its servants made up the local freight train and operated it. Its servants knew whether or not the car of seed was placed, or could have been placed, in the local freight train that left Vannale after 4 o'clock p. m. on the 30th day of October, 1919. Therefore the burden was upon the railroad company to establish the fact that the train was already made up and that it could not carry the car of seed on that day, if such was the fact. It failed to meet the burden in this respect. It cannot now complain of the absence of affirmative evidence on this point.—227 S. W. Rep. 418.

Daily Closing Prices.

The daily closing prices of wheat, corn and oats for May delivery at the following markets for the past two weeks have been as follows:

MAY W. HEAT.

	Mar. 10.	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.
Chicago	157½	153½	150¾	146¾	148¾	151½	148	145½	142	141¾	142½	141¼	141¼	141¼	141¼
Minneapolis	150½	146¾	143¾	139	141¾	145½	142¾	139¾	137½	135½	137¾	136¾	136¾	137½	137½
St. Louis	159	154¾	152¼	147½	150	152¾	149½	146½	142¼	141½	142½	140¾	140¾	141¾	141¾
Kansas City	151½	147½	144¼	139¾	142¼	145½	141¾	139	135½	135½	136	135	135	135½	135½
Milwaukee	157¾	153½	150¾	147	149	151½	148¼	145¼	142	142¾	142¾	141¼	141¼	141¼	141¼
Winnipeg	187½	184¾	182¾	178½	180	181¾	178¾	177¾	175	176	177¾	176¾	176¾	177	177
Duluth	158½	154¼	151	147	149½	152½	150	148	144½	144	145½	144	144	146	146

MAY OATS.

	Mar. 10.	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.
Chicago	44½	43¾	42¾	42¼	42¾	43½	42½	41½	41½	40½	40½	40½	40½	40½	40½
Kansas City	44½	44½	44	43¾	43¾	44¼	43¾	42¾	42¼	41½	41½	41½	41½	41½	41½
St. Louis	45½	44½	44	43¾	43¾	44¼	43¾	42¾	42¼	41½	41½	41½	41½	41½	41½
Minneapolis	39½	37¾	37¾	36¾	37¼	37¾	36¾	36¾	35½	35½	35½	34¾	34¾	35½	35½
Milwaukee	44¾	43¾	42¾	42¼	42¾	43¼	42¼	41½	41½	40½	40½	40	40	40	40
Winnipeg	51½	50½	49½	48¾	48¾	48¾	48¾	47¾	47¾	46¾	46¾	46¾	46¾	46¾	46¾

MAY CORN.

	Mar. 10.	Mar. 11.	Mar. 12.	Mar. 13.	Mar. 14.	Mar. 15.	Mar. 16.	Mar. 17.	Mar. 18.	Mar. 19.	Mar. 20.	Mar. 21.	Mar. 22.	Mar. 23.	Mar. 24.
Chicago	70½	69¼	69¾	68	69	69¼	68¾	67¾	66¾	65¾	65½	64	64	64½	64½
Kansas City	63½	62¾	62¾	61½	62½	62½	61¼	60¼	59½	58½	57½	57	57	57	57
St. Louis	70½	69¾	69¾	68¼	69½	69½	68¾	67¾	66¾	65¾	65½	64	64	64½	64½
Milwaukee	70¾	69¾	69¾	67¾	69	69¼	68¼	67¾	66¾	65¾	65½	64	64	64½	64½

Our Callers

William M. Day of the Day Co., Minneapolis, Minn.

C. A. McCotter, Indianapolis, Ind., sec'y Grain Dealers' Mutual Fire Insurance Co.

J. R. Peters, assistant to superintendent insurance department Pennsylvania System, Philadelphia, Pa.

David J. Price, Engineer in charge Grain Dust Explosions, Bureau of Chemistry, U. S. Dept. of Agriculture, Washington, D. C.

First Visit to the Museum.

"We have a mummy in this museum," said the guide, "that has had some wheat in his hand since the days of the Pharaohs." "Well," rejoined Mr. Sold Short, "I'd advise him not to hold on any longer. Wheat'll never be any higher."—Washington Star.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Newdale, Ida., Mar. 15.—We have had some nice spring weather here so far and some of the farmers have started to work on the fields.—Vinton Rhodes.

Midvale, Ida.—About $\frac{1}{4}$ of our annual crop is Turkey red, 1-3 Baart and the remainder club. For the past few years annual crop has ranged from 200,000 to 300,000 bus. Prospects point to 550,000 bus. this season. About 70% is winter wheat.—George A. Urquhart, Tri-State Terminal Co.

ILLINOIS.

Geneseo, Ill., Mar. 24.—Small grain is about one-half in. Ground is in good condition. Winter wheat and rye 100%.—J. J. Guild & Son.

Springfield, Ill., Mar. 23.—Plowing for corn and the seeding of oats and spring wheat continue, and about one-half of the oats are now in. Early oats are up in the central and southern areas. Winter wheat is making excellent growth.—Clarence J. Root, Meteorologist, U. S. Dept. of Agriculture.

Springfield, Ill., Mar. 22.—Winter wheat came thru the winter in excellent condition and is now green and growing in all parts of the state. Rye appears to be in fine condition and is very promising, it is reported. Young clover is showing up well and the meadows are turning green in most sections. No insect damage has been reported to date. More rain is necessary in the southern part of the state.—S. D. Fessenden, Agriculture Statistician, U. S. Dept. of Agriculture.

INDIANA.

Evansville, Ind., Mar. 20.—Many of the farmers in southern Indiana are now plowing for oats. Owing to the mild weather wheat is in better condition than it has been at this date in the past 10 years.—C.

Indianapolis, Ind., Mar. 15.—Hessian fly seems to be the greatest menace to the wheat crop. It is prevalent in nearly all sections of the state. No fields have been abandoned because of freezing and thawing, altho some damage is reported from this cause. Plants are greening up nicely, but not stooling as well as desired. Some oats seeding has been done and the work will become general within a few days if weather conditions remain favorable. The acreage probably will be less than last year.—George C. Bryant, Agri. Statistician, U. S. Dept. of Agriculture.

Evansville, Ind., Mar. 21.—Considerable wheat between this city and Cairo, Ill., has been covered with water from the Ohio River. Farmers say no damage has been done and spring work will not be interfered with. Despite the lower prices farmers intend planting the same amount of grain this year as they did during the war, according to answers to a questionnaire sent to 250 members who attended the farmers-dealers meeting at Wabash recently. The question of a strike was discussed at the meeting but met with disapproval. All farmers in their answers said "no strike." Farmers feel that every acre of their land that is not utilized is a dead loss to them, and no matter what price is paid for grain it is better than no price at all.—C.

IOWA.

Donnellson, Ia., Mar. 21.—Grain is looking fine this spring.—Henry Lauth.

Guttenberg, Ia., Mar. 13.—Winter wheat looks as if it might have suffered here this winter. The recent rains have been greatly needed. Frost is all out of the ground.—Ihm Bros.

KANSAS.

Miltonvale, Kan., Mar. 14.—While the growing crop of wheat looks good, more rain would help it.—C. Parks Grain Co.

Petty Prairie, Kan., Mar. 17.—Wheat is looking great. There are a few flies but no greenbugs.—Young & Collingwood.

Satanta, Kan., Mar. 17.—Wheat prospects never better. No indications of insects so far.—Security Elevator, F. A. Severeign, mgr.

Clyde, Kan., Mar. 16.—Crops prospects are fine.—Golden Belt Grain & Elevator Co.

Lehigh, Kan., Mar. 13.—Wheat in this section looks good.—E. G. Warkenten, Farmers Elevator.

Lebanon, Kan., Mar. 18.—While we have had but little rain the crop looks good.—Barnes & Gidden.

Scandia, Kan., Mar. 18.—Wheat harvest will be about two weeks earlier this year.—Winans & Smith.

Prairie View, Kan., Mar. 18.—When the farmers get used to the price, grain will move more freely.—Bert Finch.

Canton, Kan., Mar. 12.—Condition of the growing wheat is fully up to the average.—Canton Milling Co., R. H. Evans.

Lorraine, Kan., Mar. 21.—Growing wheat is in fine condition. A very few fields are blown.—C. H. Veatch, mgr. H. D. Lee Flour Mills Co.

Peabody, Kan., Mar. 14.—The growing wheat crop is in good condition but needs moisture.—Peabody Equity Exchange, W. H. Hines, mgr.

Formoso, Kan., Mar. 18.—Growing wheat crop looks fine now. We have not had much rain and there is not much rank growth.—G. Roberts.

Athol, Kan., Mar. 18.—Growing wheat looks fine, but the acreage will not be as large as it was last year.—Homer Mook, Athol Co-op. Grain Co.

Lehigh, Kan., Mar. 15.—From the way it looks now we will have a large wheat crop. Most of it blew out last year. It is now too far advanced for this to happen.—B. P. Pauls, Groening Bros. Milling Co.

Moscow, Kan., Mar. 13.—Growing wheat conditions are perfect. Had plenty of moisture and sunshine the past month. Plant is well rooted and will withstand the March winds.—R. A. Ely, agt. Security Elevator Co.

Canton, Kan., Mar. 11.—The growing wheat is now above the average. Outside of insects, of which there is a slight possibility, the thing that would hurt would be a freeze or dry weather. We had rain recently, and altogether prospects for a large crop are more than good.—Farmers Grain & Supply Co., A. J. Miller.

Oakley, Kan., Mar. 17.—There will be a small acreage this year and from the way the new grasshoppers are coming in they will probably take the crop before it gets headed out. On warm days now we find the little fellows hopping around. Many are one-half inch long already.—Robert Nicholson, reptg. the W. S. Nicholson Grain Co., Kansas City, Mo.

KENTUCKY.

Madisonville, Ky., Mar. 23.—Growing wheat in western and northern Kentucky looks unusually fine for this time of the year and indicates the largest yield in many years even tho the acreage is not as large as that of last year or the year before. Farmers in this section are planning to put in as much corn as last year, in spite of present unsatisfactory prices.—C.

LOUISIANA.

Estherwood, La., Mar. 20.—Rice planting is in order. Present conditions indicate that the 1921 crop will be much less than last year. Acreage was reduced this year owing to the enormous crop raised in 1920 and because of the large carryover.—W. M. Hoyt.

MISSOURI.

Puxico, Mo.—Winter wheat looks fine.—C. L. Bennett, mgr. Puxico Milling Co.

Boomer, Mo., Mar. 20.—Grain conditions look favorable.—Sumner-Forker Grain Co.

Hooker, Mo., Mar. 20.—Growing wheat is in good shape and no damage from insects has been reported yet.—Bidwell Grain Co.

New Madrid, Mo.—A great many farmers in this section have put their land in cotton, in fact, about all of them.—A. B. Hunter.

Monett, Mo., Mar. 20.—Green bugs are reported to be causing considerable damage to wheat in the southwestern part of the state.—P. J. P.

Fulton, Mo., Mar. 23.—Wheat in the Missouri River bottoms of Callaway county, one of the large wheat producing sections of Missouri, is looking fine, but many fields are badly infested with Hessian fly. Wheat went through the winter wonderfully well and if the fly can be killed off, prospects for a good crop will be much improved.—W. E. Sitton (P).

MONTANA.

Great Falls, Mont., Mar. 19.—There was a

comparatively small acreage of winter wheat sown last fall, but it has come thru winter in excellent condition, except some that was on fields exposed to the high winds. The usual acreage will be planted tho the wheat acreage will not be as large as it was during the past three years. Moisture which has fallen recently over all parts of the state put the soil in excellent condition for cultivating as well as for germinating the seed.—J. Watkins, sec'y North-western Grain Dealers Ass'n.

NEBRASKA.

Edgar, Neb., Mar. 22.—The wheat crop is 100%. Oats are being sown.—H. F. Welch.

McCook, Neb., Mar. 23.—Seventy-five per cent of the wheat has been moved.—Frank Read.

Edgar, Neb., Mar. 22.—All kinds of small grain as well as the coarse grain is raised in this section.—H. F. Welch.

Edgar, Neb., Mar. 22.—Wheat acreage is not as large this year as last, but there is promise of a large crop.—A. G. Burrus.

Hastings, Neb., Mar. 18.—I just completed a long trip thru Kansas and am making now a similar trip thru Nebraska. The growing condition of the wheat in Nebraska compares very favorably with the growing wheat crop in the large wheat sections of Kansas.—W. C. Fuller, traveling representative of the Addison Grain Co.

Oxford, Neb., Mar. 24.—Wheat in this section is exceptionally good. Wheat acreage is about the same as it was last year. Farmers have started their spring work. Some barley and oats already sown. Indications point to a large crop, as there is nothing working to its detriment.—Guy R. Patrick, Oxford Farmers Exchange.

NORTH DAKOTA.

Grafton, N. D., Mar. 24.—The acreage of wheat and other grain in the section tributary to this station will be about the same as last year except that there will be more Kubanka durum and less flax.—Paul Anderson, mgr. Farmers Co-op. Grain Co.

OKLAHOMA.

Oklahoma City, Okla., Mar. 22.—Presence of large numbers of parasitic enemies of the green bug may prevent serious outbreak of that pest in Oklahoma's wheat belt in April. Damage from the green bug has been found in 5% of the fields investigated.—H. H. Schutz, Federal Crop Statistician.

TEXAS.

Childress, Tex., Mar. 21.—Much needed rains covered northwest Texas and the Panhandle last night. Farmers say the moisture insures a growth of oats and wheat.—E. C.

Amarillo, Tex., Mar. 18.—Growing wheat is in excellent condition in this section. If there has been any damage from green bugs we have not seen it.—Lester Stone, Lester Stone & Co.

Stamford, Tex., Mar. 15.—Wheat planting in this section was below normal in 1920, because the acreage devoted to the production of cotton broke all records. Spring sown oats are far above the average in acreage and the condition at this time is very good. No report of green bug so far. But little rain this month and almost no wind. The plants are rooting down to the abundant moisture which puts it in fine condition to resist dry weather should this come later.—Van Steenwyk Grain Co.

Large Export Movement at Baltimore Elevator.

Grain handled by the Port Covington Elevator of the Western Maryland Ry. during February broke all records and amounted to more than 250% of the movement reported during February, 1920.

Speaking about the large volume of business, J. A. Peterson, general manager of the plant, said, "Most of the grain handled at this season of the year is corn, and it might surprise many to know that a large percent of this corn is being shipped to Germany and some is going to Holland."

A comparison of the movement during February with the movement from the elevator during February, 1920, and February, 1919, follows: Cars unloaded: 1921, 2,075; 1920, 802; 1919, 392. Bushels of grain removed from cars: 1921, 3,057,840; 1920, 1,177,000 and 1919, 560,000. Vessels loaded: 1921, 27; 1920, 7, and 1919, 7.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ft. William, Ont., Mar. 23.—Shipments of wheat thru the Lake Shippers Clearance Ass'n from Ft. William and Pt. Arthur by rail during February totaled 3,793,102 bus., an increase of 740,000 bus. over February, 1920, and a sharp increase over February, 1919, when shipments amounted to 160,777 bus. Receipts during the month were 4,519,862 bus. compared with 2,959,385 bus. received in 1920 and 4,800,000 bus. in 1919.

Ottawa, Ont., Mar. 16.—Canadian wheat exported from Canada from Sept. 1 to Feb. 28 amounted to 101,967,991 bus. Of this total 38,945,779 bus. went to the United States; 20,465,544 bus. to the United Kingdom, and 42,556,668 bus. went to other countries. Thus more than one-third of Canada's total wheat exports in the period indicated went to the United States. Canadian flour export from Sept. 1 to Feb. 28, 1921, amounted to 3,558,518 bbls. of which 1,415,892 bbls. went to the United Kingdom; 905,924 bbls. to the United States, and 1,236,702 bbls. to other countries. Of the 2,652,594 bbls. exported from Canada to countries other than the United States 1,107,474 bbls. were shipped via United States ports.—Canadian Bureau of Information.

IDAHO.

Newdale, Ida., Mar. 15.—No wheat moving at this station. Most of the farmers who still have wheat seem to think that as long as they have held it this long they will wait until after the cropping season to market what grain they have left.—Vinton T. Rhodes.

ILLINOIS.

Peoria, Ill., Mar. 10.—Grain movement from Peoria has done very well and it has been a great deal heavier recently than it was two months ago. Outlook for normal shipments is very favorable.—Merle Dancy, general agent, C. & A.

Springfield, Ill.—Grain movement from the farms has been slow because of the low prices and because of the bad condition of the roads during most of the winter. It is estimated that 81% of last year's corn crop, or 241,218,000 bus., was merchantable compared with 264,600,000 bus. merchantable the preceding year. Grain was fed freely to stock during the winter. Nevertheless, on account of the smaller number of livestock on the farms the amounts of grain to be shipped out will exceed the amounts shipped out of the 1919 crop. It is estimated that on Mar. 1 48% of the corn, 22% of the wheat and 46% of the oats and 28% of the barley still remain on Illinois farms.—S. D. Fessenden, U. S. Agri. Statistician.

INDIANA.

Elwood, Ind., Mar. 23.—Farmers are merely holding because they don't know what else to do.—Jay Grain Co., by C. S. Miller.

IOWA.

Mondamin, Ia., Mar. 15.—From 60 to 70% of the corn is held in this section. We believe that it would move if we could pay 50 cents or more a bushel. Farmers intend to hold.—Wallace Bros.

Charter Oak, Ia., Mar. 12.—From 60 to 70% of the grain in this section still remains on the farms.—Farmers Grain Co.

Boone, Ia., Mar. 20.—It is a well founded fact in this section of Iowa that the most of the crop still remains on the farms and a number of farmers are broke.—J. B.

Denison, Ia., Mar. 11.—Most of the grain is still back in the farmers' hands. Cars are plentiful. Paying 45 cents now. There would be a big movement at 60 cents.—Farmers Union Exchange.

Carroll, Ia., Mar. 15.—Movement will continue slow as long as prices remain below the producing cost. If corn were to sell from 10 to

20 cents higher there would be a large movement. The same is true of oats.—F. H. Culbertson.

Sergeant Bluff, Ia., Mar. 17.—Corn is moving slowly in this section. Not more than 25% of it is in. We believe later estimates will make the corn go on to market. A great deal was fed this winter. Then too there has been a greater waste of corn than we have ever seen. Farmers seem to think that corn is not worth the marketing so they dump it in wagonloads to get rid of it. There has been quite a little movement lately to get it out of the way before spring work. Many wish to store it instead of selling it. Fifty cents a bu. would move considerable more.—Sergeant Bluff Farmers Elevator Co.

KANSAS.

Manchester, Kan., Mar. 14.—Wheat was moving quite freely up until Mar. 1.—A. S. Dopps.

Manchester, Kan., Mar. 15.—There is plenty of corn here but the farmers will not sell.—Jess Lukes.

Oak Hill, Kan., Mar. 15.—There is plenty of wheat here but the farmers are not selling.—S. R. Hutcheson.

Miltonvale, Kan., Mar. 16.—Thousands of bushels of wheat still remain in the farmers' hands.—Silas W. Bond.

Lorraine, Kan., Mar. 21.—Farmers are holding their wheat for \$1.50.—C. H. Veatch, mgr. H. D. Lee Flour Mills Co.

Herington, Kan., Mar. 15.—Business is picking up. About one-half of the wheat still remains to be moved.—C. E. Chase.

Lehigh, Kan., Mar. 15.—About 30% of the wheat is still left in this part of the country.—B. P. Pauls, Groening Bros. Milling Co.

Canton, Kan., Mar. 11.—We have shipped 27 cars of wheat since the first of the year.—Farmers Grain & Supply Co., A. J. Miller.

Eldorado, Kan., Mar. 15.—A large percentage of the oats and kafir still remain in the farmers' hands.—Roy S. Smith, mgr. Eldorado Feed Co.

Clyde, Kan., Mar. 16.—No grain is moving at the present time. We estimate that 25% of the wheat is back in the farmers' hands.—Golden Belt Grain & Elevator Co.

Miltonvale, Kan., Mar. 14.—Very little wheat is moving in this section. I believe the movement is even less than elsewhere.—John Fowler, mgr. Farmers Elevator Co.

Athol, Kan., Mar. 16.—We are loading out a car of corn today. Practically no wheat is moving. Things will probably remain this way for the balance of the month.—Fred Henrichs.

Whitewater, Kan., Mar. 15.—One carload of oats is all that has been shipped out of here since last fall. One carload of wheat would cover the receipts since that time.—C. B. Chaney.

Kensington, Kan., Mar. 17.—I believe there is as much wheat in the farmers' hands in this section as there is anywhere. At that I do not believe that more than 20% of the crop remains to be moved.—Farmers Grain & Lumber Co., H. E. Hicks, mgr.

Satanta, Kan., Mar. 17.—Considerable wheat and corn moving at present. A large amount of maize and kafir corn being held for higher prices. We have shipped about ten cars of corn the past month.—Security Elevator Co., F. A. Severeign, mgr.

Mankato, Kan., Mar. 18.—We are taking in practically nothing at our stations. Unless there is a big increase in prices we don't look for a large movement. The wheat and corn now remaining in the farmers' hands is held by those who can afford to hold it.—C. C. Bishop, mgr. Jewell County Farmers Union Co-op. Ass'n.

KENTUCKY.

Madisonville, Ky., Mar. 23.—Considerable corn in this part of the state still remains in the hands of the farmers. Many are planning to sell before planting time in order to have some ready money.—C.

MISSOURI.

New Madrid, Mo., Mar. 15.—Very little grain compared with normal has been shipped out of this section this year.—A. B. Hunter.

Jefferson, Mo., Mar. 12.—Missouri crops remaining on farms follow: Wheat, 24%; corn, 47%; and oats, 44%.—Missouri Crop Reporting Service.

Boomer, Mo., Mar. 20.—Very little grain is moving in this locality.—Sumner-Forker Grain Co.

Appleton City, Mo., Mar. 12.—Grain is moving very slowly. Farmers think grain values are too low. Quality of the corn in this section is very poor and will grade only No. 4.—Farmers Equity Grain & Supply Co., per Otto Volkmann, mgr.

St. Joseph, Mo., Mar. 15.—Receipts in bushels at this market during February follow: Wheat, 526,500; corn, 583,500; oats, 108,000; rye, 1,400; barley, 36,750; kafir, 19,500; milo, 3,000; compared with receipts during February, 1920, of: Wheat, 448,500; corn, 586,500; oats, 172,000. February shipments follow: Wheat, 207,000; corn, 391,500; oats, 72,000; rye, 2,800; barley, 5,250; compared with shipments during February, 1920, of wheat, 144,000; corn, 235,000; and oats, 34,000. No records are available for 1920 receipts of rye, barley, kafir and milo and shipments of rye and barley.—St. Joseph Grain Exchange.

NEBRASKA.

Edgar, Neb., Mar. 22.—Nothing has been moving for the past ten days.—W. Lake.

Edgar, Neb., Mar. 21.—Farmers are holding both corn and wheat for higher prices.—A. G. Burns.

McCook, Neb., Mar. 23.—Wheat is moving slowly. As yet no corn has been shipped out of here.—John Hammel.

McCook, Neb., Mar. 23.—Indications point to a large crop. Wheat seems to be a month earlier than usual.—Frank Read.

Edgar, Neb., Mar. 22.—About 25% of the wheat is still in the farmers' hands. They also hold 20% of the corn.—H. F. Welch.

Orleans, Neb., Mar. 18.—The wheat in this part of the country is now being held by the farmers who can afford to hold it.—S. Richards.

Hildreth, Neb., Mar. 18.—No grain is arriving here. Farmers in this locality are holding their wheat for \$1.50 and their corn for 50 cents.—Farmers Grain & Supply Co., R. Cole, mgr.

Lodge Pole, Neb., Mar. 10.—Farmers seem less inclined to sell wheat than heretofore. Nothing moving for sale. No corn or oats are being offered.—Farmers Union Co-op. Grain & Livestock Ass'n, by A. R. Jameson, mgr.

Oxford, Neb., Mar. 23.—From 15 to 20% of the last year's wheat crop still remains in the hands of the farmers in this section. Approximately 50% of the corn is also held by farmers.—Guy Patrick, Oxford Farmers Exchange.

Hastings, Neb., Mar. 18.—After traveling thru Kansas and coming into Nebraska I find that the farm reserves are very much the same in Nebraska as they are in Kansas, i. e., from 15 to 20% of the wheat still is back. Farmers are all holding for \$1.50 per bu. Very little is being sold at the present prices.—W. C. Fuller, traveling representative of the Addison Grain Co.

NORTH DAKOTA.

Argusville, N. D., Mar. 21.—About 80% of last year's crop is either in store here or has been shipped to terminal markets.—O. E. Erstad, agt. National Elevator Co.

WASHINGTON.

Seattle, Wash., Mar. 22.—Of the 3,632,758 bus. of wheat shipped by water from this port during the calendar year 1920 3,417,730 bus. were destined for Europe, 115,848 bus. for South America, 40,514 bus. for Hawaii, 34,000 bus. for California ports, and about 10,000 bus. to both Alaska and Japan. Of the 20,723 tons of grain feeds to clear the port 11,594 tons went to California ports, 6,690 tons went to Hawaii, 1,200 tons went to Alaska, and nearly 1,000 tons went to British Columbia ports.—F. R. Hanlon, mgr. Seattle Merchants Exchange.

Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1920.	1919.	1920.	1919.	1920.	1919.
Jan. 1....	9,509	5,161	144	46	34	394
Jan. 8.....	9,429	4,854	504	62	249	306
Jan. 15.....	6,457	3,650	284	106	185	155
Jan. 22.....	4,782	1,980	1,029	188	139	380
Jan. 29.....	6,257	1,992	1,130	84	237	731
Feb. 5.....	8,814	1,374	1,476	234	195	643
Feb. 12.....	5,131	2,018	1,240	207	150	926
Feb. 19.....	4,776	1,932	1,155	133	312	125
Feb. 26.....	3,968	867	1,518	145	125	282
Mar. 5.....	5,469	2,324	3,153	368	209	269
Mar. 12.....	4,390	2,107	2,182	50	68	488
Mar. 19.....	4,847	1,644	2,720	43	289	163
Total since						

July 1....274,524 140,394 16,402 2,496 3,607 31,167

Scalemen Meet at Chicago.

M. H. Ladd, chief weigher of the Milwaukee Chamber of Commerce, was elected pres. of the National Scalemen's Ass'n, at the 6th annual meeting held at Chicago Mar. 15 to 17.

Among the leading speakers were H. A. Foss, H. C. Howe, of the C. & N. W. Ry., Geo. A. Wells, and Henry L. Goemann, whose addresses are published elsewhere in this number of the Journal.

For the Com'ite on Grain Weighing H. A. Foss, chairman, presented the following report:

As stated to you in our report of a year ago, a permanent organization of the terminal grain weighmasters of the United States and your committee on grain weighing has been perfected, the organization being known as the Weighmasters' Scalemen's Conference; hence, in the main, any work of your grain weighing com'ite has been done in conjunction with the terminal grain weighing masters.

The last meeting of the Weighmasters' Scalemen's Conference was held in Minneapolis, Oct. 10th, 1920, at which meeting the chairman of your grain weighing committee was re-elected chairman of the Joint Conference.

The desirability of securing the co-operation of the terminal grain weighmasters all over the country in handling the problems which would naturally come under the jurisdiction of your grain weighing com'ite must be plain to you. In fact, without such cooperation, the com'ite's progress would be greatly restricted. It was for this reason that your com'ite took steps which finally brought about the joint organization of weighmasters and your com'ite on grain weighing.

Dust Collection.—Among the problems handled by this Conference was the mooted one of dust collecting devices attached to the grain unloading equipment, which is used to convey the grain before weighing it. The subject was finally referred to a specially appointed committee at the St. Louis Conference in 1919. This com'ite was composed of 3 members of your com'ite on grain weighing and three from the weighmasters. The com'ite caused to be installed special equipment for the purpose of conducting comprehensive tests with the result that the joint conference reached the conclusion that dust collecting devices, unless properly installed, will affect the weight of the grain; but, on the other hand, where a method of what is termed indirect suction is used in connecting the dust collecting devices, as outlined by the com'ite, the accuracy of the weights is not jeopardized thereby. If anyone here is interested in reading the details of this special com'ite's report, they can secure copies by writing our secretary.

The Minneapolis meeting also considered and referred to a committee for handling the question of smaller minimum loads for old, and more or less weakened, box cars.

Also, the meeting referred to a special com'ite the matter of securing the cooperation of engineers, contractors and constructors of elevators for the purpose of arranging for the installation of scales, and facilities for the application of test weights, and the installation of grain handling equipment which might influence the weight of grain between car and scale and scale and car, in accordance with the regulations approved by the Joint Conference of Weighmasters and Scalemen.

Much additional good was secured at the Minneapolis meeting by the generous discussion of many other subjects pertinent to weighing matters, and which were brought out by the excellent program that had been arranged, which program included a question box, and also excerpts from comments on weighing problems by weighers and car inspectors in the field.

The Joint Committee of Weighmasters and Scalemen will hold their next meeting at the same time and place of the meeting of the Grain Dealers' National Ass'n. This will probably be early in October, but the place has not yet been announced. It occurred to the chairman of your com'ite that, since the Joint Conference meetings are open, it would be well if other members of the National Scalemen's Ass'n would attend. Based on past meetings of the Joint Conference, the chairman of your com'ite is persuaded that you will find such attendance worth while. Obviously, it is no easy matter to bring about a complete standardization of practice in matters of scales and weighing at terminal grain markets, altho much progress toward that end has been accomplished since the appointment of your com'ite.

In closing, I wish to call your attention to the fact that your com'ite on grain weighing is appointed each year, and any new member who may be appointed on this com'ite automatically becomes a member of the joint conference of weighmasters and scalemen, so far as the Conference is concerned, so if you desire to make

a change in the personnel of your com'ite, you are free to do so, without interfering in any way with the work of the Joint Conference.

Oregon Law on Grain Buying Discounts.

Section 6123 of the Oregon laws of 1920 has been amended by the recent enactment of the bill introduced by Senator Roy Ritner of Pendleton to regulate the discounts paid on the different grades of wheat.

Professor Geo. R. Hyslop of the Oregon Agriculture College says "The reason behind the bill was the unfair discounts assessed against wheat declining in value. The three-cent discount between grades, acceptable when wheat was worth \$2.20 or better, is too much when wheat is worth \$1.50 or less. Some buyers undoubtedly were recognizing this in their country prices, but it certainly was not in universal use. The Ritner amendment recognizes the lesser value of light wheat and provides a flexible discount in keeping with the price. It also provides a flexible premium for the higher testing and more valuable wheat. The flexible discount or premium is secured by placing it on a percentage basis with the discount or premium figured on the price for any given grade at country point. This is flexible and easily figured and, in accordance with available figures, is fair."

The law follows:

"In all contracts hereinafter entered into for the sale of unscoured wheat, pertaining to the classes soft red winter, common white and white club wheat, under the official grain standards of the United States Department of Agriculture, and under rules adopted in Oregon by the Public Service Commission where the price or amount to be paid depends upon the weight or grade, no discount or differential shall be made on account of test weight per bushel if the grain delivered under said contract weighs not less than 58 pounds to the measured bushel; provided, however, that the grain so delivered grades No. 2 or better under the standards above described. For wheat weighing in excess of 58 pounds to the measured bushel and grades No. 2 or better, there shall be paid a premium over the price at country point for said grade at a rate of not less than eight-tenths of 1 per cent for each pound test weight over the minimum of said grade when test weight is the determining factor, and in each case of delivery on contract of grain of lower grade on account of test weight per bushel the discount or differential shall be at a rate of not to exceed eight-tenths of 1 per cent of the price for said grade at country point for each pound test below the minimum test weight for the grade on which the contract is based, unless the test weight be below 55, and at a rate not to exceed one and six-tenth per cent of the price at country point for each pound test below 55, down to and including wheat having a test of 51 pounds per measured bushel. The discount on mixed wheat may not exceed two per cent below the purchase price paid at country point for the same grade of the class of wheat which predominates in the mixture. Said discounts, together with the rules and regulations above provided, shall become part of every contract of sale of wheat of the classes named."

To ELIMINATE as far as possible the careless handling of freight by employees and thereby reducing the number of freight claims presented, the Rock Island is conducting an educational campaign among its employees. T. H. Beacom, vice-president and general manager of the road, has had published two booklets for the employees, one of which is called "How You Can Prevent Claims" and the other is "Prevent Claims." In these booklets he makes the following recommendations: Coopers inspectors should try to correct instances of improper cooping of grain cars by traveling on local freight trains over districts where shippers are cooping their cars and see that the work is properly done; scale inspectors should assist in securing repairs to scales to the end that correct weights may be obtained; and demurrage inspectors can instruct agents, conductors, etc., at stations along our line as to proper methods in handling our business.

To Enact Federal Anti-Short-Selling Law.

A concerted effort has been organized to put thru a federal law against short selling immediately upon the assembling of Congress in special session.

The Minnesota law just enacted is not a genuine measure. Its proponents do not intend its actual enforcement and will not fight its repeal if Congress fails to enact federal legislation hitting at Chicago, Omaha and Kansas City exchanges. It is simply intended to persuade Congress that there is a real demand for this legislation.

Senator Norris of Nebraska, who is to be chairman of the Senate Agricultural Com'ite, said Mar. 24 that he planned to introduce at the special session of Congress a bill to regulate trading on grain exchanges. He is gathering information on the subject and said that while he had not definitely decided on the details of the proposed measure, it probably would provide for regulation thru taxation. The senator has conferred with the federal trade commission, which has made a study of the question, and also will discuss his measure with experts of the department of agriculture.

A powerful lobby will drive this bill thru Congress. Beginning on April 11, the Executive Com'ite of the American Farm Bureau Federation and representatives from the various state farm bureau federations will meet in Washington, D. C., to work out a definite legislative program to present before the coming session of Congress. The Executive Com'ite, meeting in Chicago on Feb. 17-19, authorized the appointment of a Legislative Com'ite of Five to shape Farm Bureau policies at the Capital. President J. R. Howard regards the legislative measures to be considered by the Sixty-Sixth Congress as of such vital import to the farmers of America that he believes it desirable for the Com'ite of Five to have the counsel and support not only of the entire Executive Com'ite of the American Farm Bureau Federation, but of as many other Farm Bureau representatives as possible. Each state farm bureau federation will be asked to send at least one representative to the Washington legislative conference.

Chairman Gustafson of the Marketing Com'ite of Seventeen, who hails from the same state as the chairman of the Senate Agricultural Com'ite, has been active at Washington, and is expected to head the lobby. He well expresses the ideas of the Farm Bureau agitators in the following statement just issued:

"The present practice of short selling in the markets offers one of the greatest opportunities for effecting savings in marketing through a farmers' marketing organization. Short selling is a form of speculation, pure and simple, and such sales are made with the sole purpose of getting a profit from declines in the market at the expense of others. During the investigations of the Com'ite of Seventeen, a grain dealer, who has been a member of boards of trade for more than forty years, made the statement to the com'ite that the first of the three great evils that farmers are suffering from was short selling. The effect of short sales in most cases is to cause and accelerate declines and they bear very heavily on a market that is striving hard to hold up and advance and which would often do so if it were not for short selling. Short selling on the Chicago Board of Trade is fifty-one times in excess of the actual grain marketed at Chicago.

"The Com'ite of Seventeen was already convinced that short selling "caused and accelerated" declines in market prices, but this testimony from a man who had watched every turn of market prices from a vantage point behind the scenes, where he had witnessed monopoly and manipulation, was excellent confirmatory evidence."

Destructive Dust Explosion at C. & N. W. Elevator in South Chicago.

The 10,000,000 bu. reinforced concrete elevator built at 122nd and Torrence Ave. in South Chicago by the Chicago & North-Western Railway and operated by the Armour Grain Co., is a wreck, six men are dead and four are injured and one more dust explosion is added to our list of elevator casualties. Buildings as far as eight miles northwest from the elevator, trembled and shook; large glass store fronts were blown in and the occupants rushed to the streets in fear and excitement. The plant had been operated to capacity for several months and the driers had been in continuous use until noon of Saturday.

At 6:15, Saturday evening, March 19, two distinct explosions of grain dust wrecked the elevator cupolas, driers and track shed and damaged the concrete tanks to the extent of several million dollars. None of the machinery had been in operation since one o'clock, and the steam had been shut off since three o'clock, so that the fire which set off the first explosion of grain dust must have been smoldering for five hours, or else a careless smoker exposed a burning match to a cloud of dust.

There were eleven men in the plant at the time of the explosion. Four were badly injured, the bodies of four more have been found, and two are still buried in the ruins. At the time of the explosion the house contained approximately 7,000,000 bus. of grain, including 5,000,000 bus. of oats, 1,500,000 bus. of corn, and 200,000 bus. of wheat.

The roofs and walls of cupolas of the working house, the storage bins and the river house were scattered in every direction. These walls were formed of expanded metal lath and gunnite. All cupola walls, as well as walls of track shed and marine tower, were thin curtains of concrete, designed to give way easily before dust explosions. The concrete floor of the first story of the working house was lifted up and destroyed. The beams of this floor remain in place and are not badly damaged. The steel frame of the working house cupola is so badly damaged it may have to be replaced. The drier house, which was attached to the west side of the working house, was completely demolished and nothing remains to show where the twelve driers stood, except the blackened outside walls of the first row of bins of the working house. The frame of the track shed is a twisted mass of structural steel, rolled into a heap away from the elevator, which would indicate that the force of the explosion at this point drove out from the workinghouse.

Some sections of the storage house, and this includes many loaded bins, were simply lifted into the air and dropped back onto the ground, away from its former position. Many of the conveyor tunnels contain much grain, the bin valves having been wrecked or damaged. In some of the tunnels evidences indicate that the force of the explosion expressed itself in opposite directions.

About fourteen bins at the south-east corner of the storage house were completely wrecked, as is shown in photographs published elsewhere in this number. The bins at the north-east corner of the storage house were empty, but the explosive force of the dust in the conveyor tunnels beneath blew out the foundation, as is clearly shown in our engraving. The structural iron supporting the roof and walls of the conveyor house over the storage bins was completely demolished.

The river house cupola still stands, although the curtain walls have been removed, with the exception of one large piece on the land side of the cupola. Holes were made in the west side of some of the cylindrical bins of river house by heavy sections of concrete blown from the adjacent storage bins. The row of cylindrical bins on the river side of the house were also badly damaged, probably

by the expanding force of the explosion in the conveyor tunnels under the storage bins which terminated beneath this house. The longitudinal conveyor tunnel under river house bins was the scene of an explosion as the foundation of the corner bin at the north end of the river house was completely blown out.

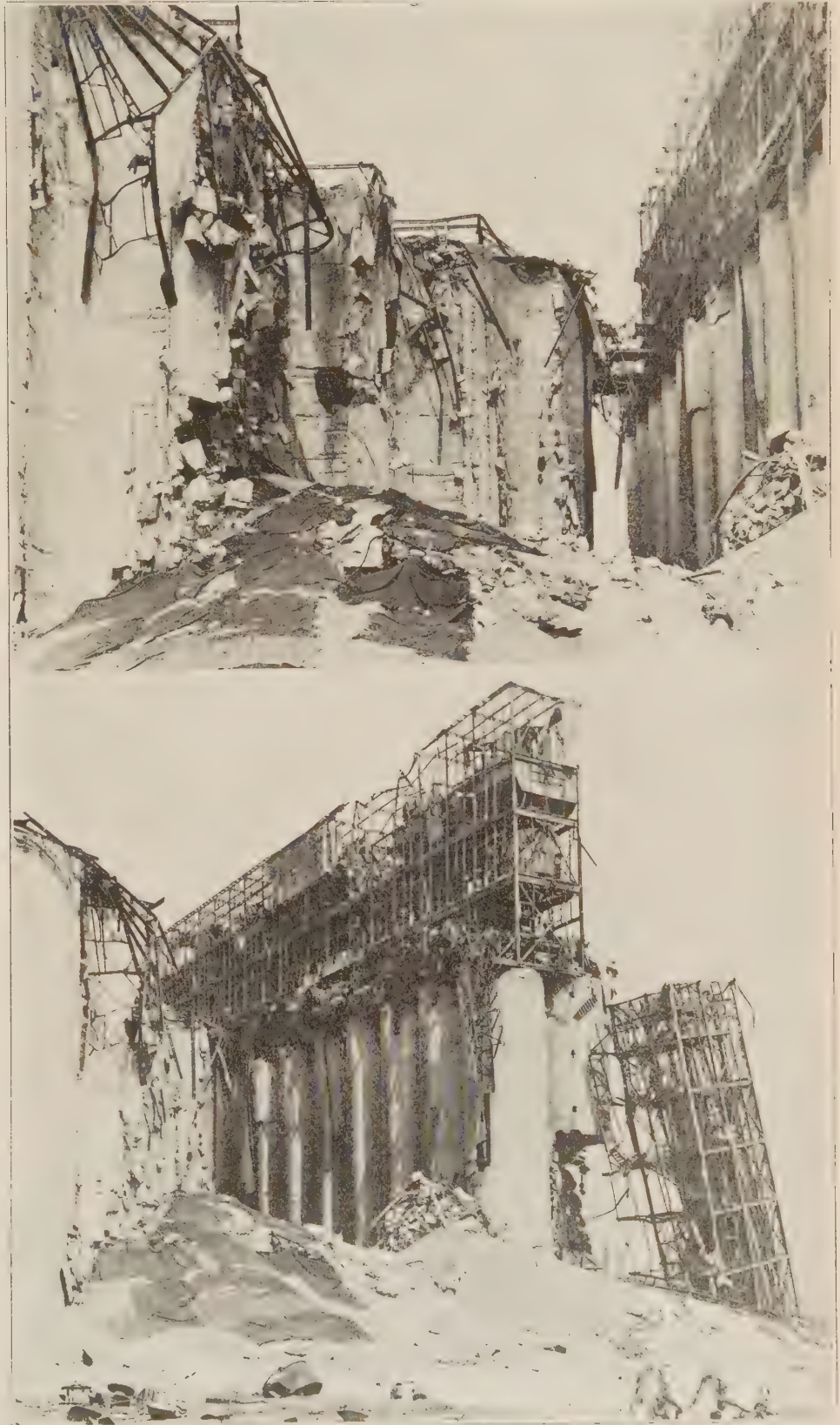
The marine tower at the south end of the river house, which was formed of structural

iron, bearing a curtain of gunnite, was wrecked and pushed into the river along with the marine leg.

The sulphur storage house, which stands about 70 feet south of the working house, had its windows blown in but otherwise is not badly damaged.

The dust house, which stands about 175 feet south of the working house, remained intact. The dust chamber, between the work-

Ruins of C. & N-W. Ry. Elevator at South Chicago.



In Both Views Southeast Corner of Wrecked Storage Bins are Shown at Left and River House at Right.

ing house and the storage house, together with the great number of dust collectors, was cleared out and the pipes connecting it with the large cyclones on top of the dust house were wrecked, but the dust house and the big dust collectors above it, headquarters for the destructive element, were undamaged.

The welfare house, the machine shop, and the power house were badly damaged by falling wreckage, and all windows in these houses, as well as in the office, were blown in. The great smoke stack was damaged at the top. The switchboard and some of the power equipment were also badly damaged.

Some grain laden cars had their roofs burned off but were soon pulled out of the way, and the fire extinguished.

It is difficult to comprehend the full force of this great explosion, but when one consid-

ers that the plant covers a ground space of approximately 410 feet north and south and 555 feet east and west, while the working house rose 205 feet above the tracks, it is easier to understand that the force was very powerful.

About one-half of the conveyor gallery running out to the shipping dock was robbed of its encasing walls. The bins of the working house, as well as their supporting pillars, seem to be undamaged. About fifteen of the bins of the storage house are badly damaged and will require reconstruction. About half the bins of the river house are undamaged. The plant contained 301 cylindrical bins and 239 interstice bins, or 540 in all houses.

The North-Western Elevator being employed in drying, bleaching, cleaning, clipping, storing and transferring grain in large quantities, was a very busy and naturally a

very dusty place. A number of men had been engaged all afternoon sweeping down the dust and preparing for a clean start with the new week, so that the house must have been cleaner than usual.

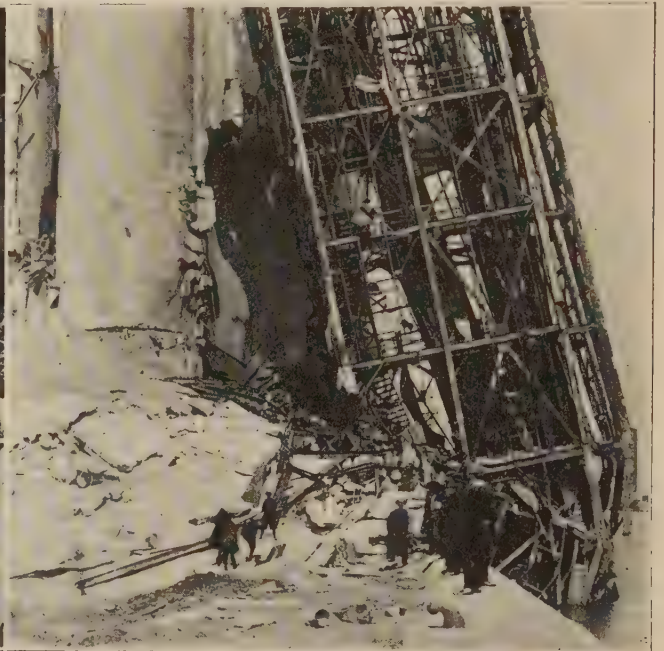
The building was insured against explosion for half a million dollars. The grain was insured against fire thru the Underwriters Grain Ass'n for \$5,340,000, but inasmuch as little of the grain was damaged by fire or as the result of fire, it is doubtful if this insurance will apply. However, most of the grain will be saved, as that exposed to the elements was quickly covered with tarpaulins.

This elevator was fully described and profusely illustrated in the Grain Dealers Journal for Dec. 25, 1917, and in the Journal for Dec. 25, 1920, was shown a new view of the plant, including the additional storage bins just completed and put into operation.

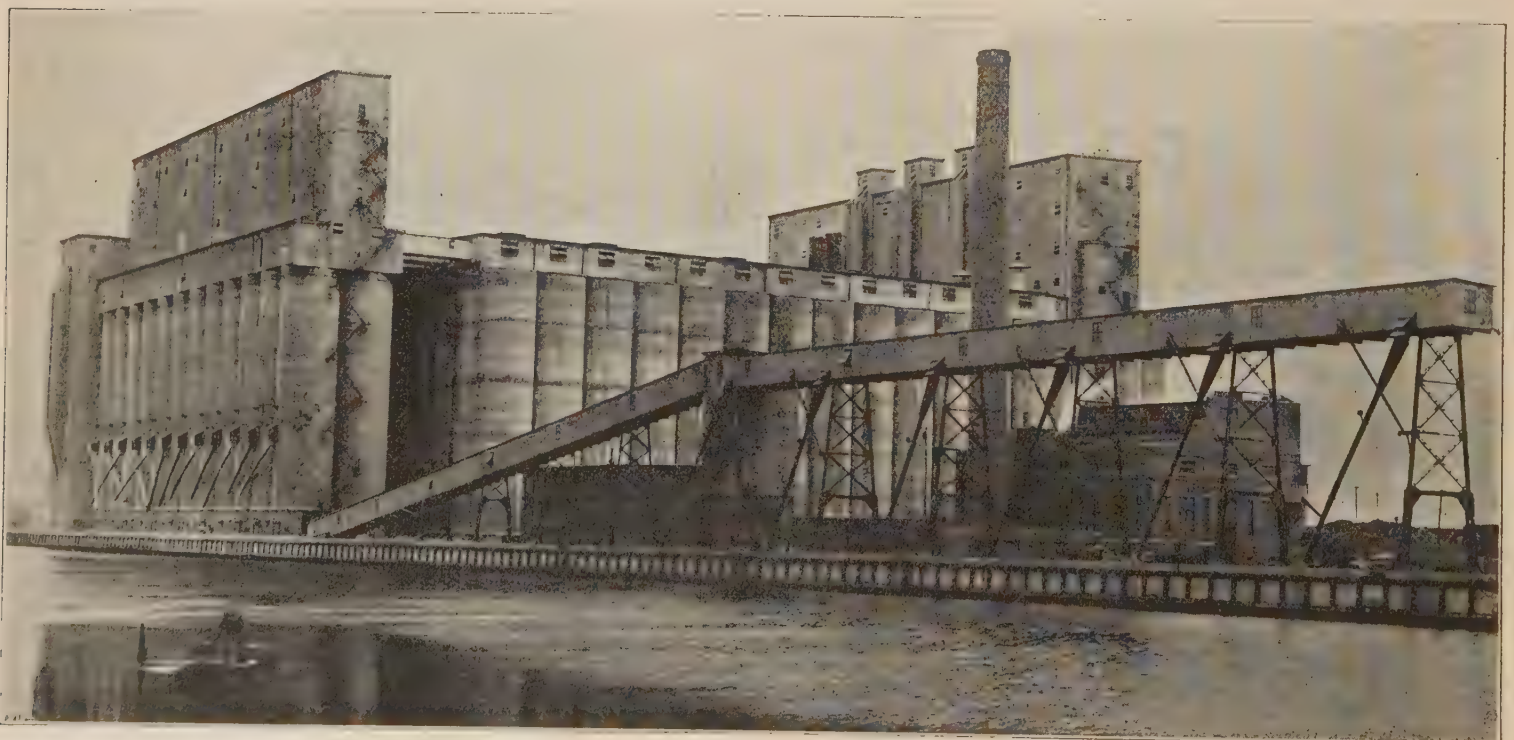
Ruins of C. & N-W. Ry. Elevator at South Chicago.



View of Wreck of River House Foundation from the North.



Wreck of River House and Marine Tower from the South.



The 10,000,000 bus. Reinforced Concrete Elevator of the C. & N-W. Ry. at South Chicago. Wrecked by Dust Explosion March 19, 1921.

Two theories were advanced as to the cause of the explosion by John K. Thompson, engineer, who was superintendent of construction

during the building of the elevator. One was that the blast was due to spontaneous combustion. The other was that a highly ex-

plosive mixture of humid air and grain dust was ignited by a spark, possibly from a watchman's cigaret. "I did a little investi-

Ruins of C. & N-W. Ry. Elevator at South Chicago.



Top: Office, Working House and Ruins of Track Shed.

Middle: Northeast Bin of Storage House with Foundation Blown from under It; Ruins of Welfare Building.

Bottom: Passageway between Storage Tanks and River House Cluttered with Wreckage. Foundations Blown from under Bins.

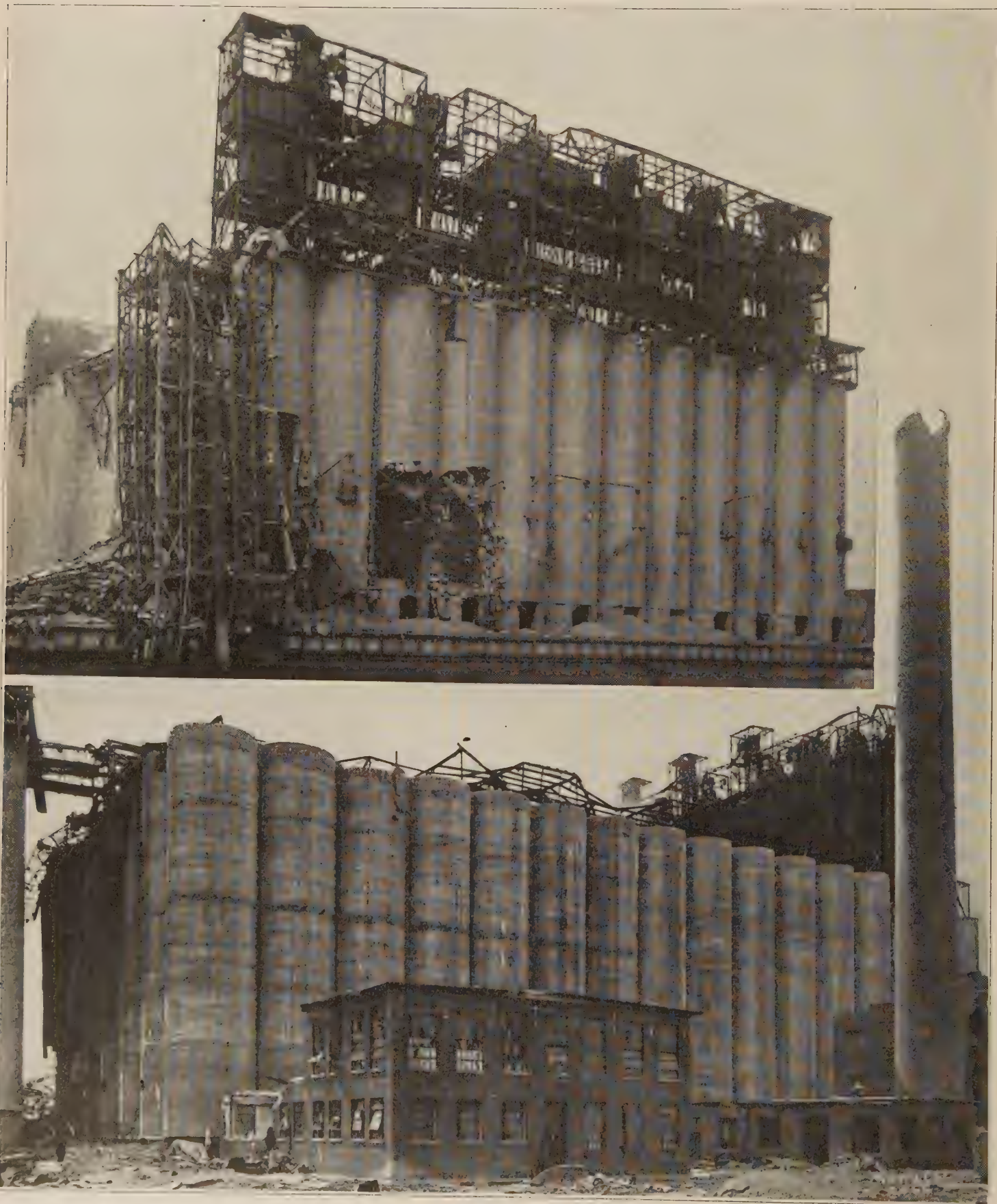
gating," said Mr. Thompson, "and I learned the plant was shut down at noon Saturday. This is significant, inasmuch as it establishes that there was no machinery running. Sparks

from machinery have been known to cause mill dust explosions. There were two distinct explosions. The first was a small one, evidently in the dryers. This merely acted as

an igniter of the main explosion, which passed like a wave of fire through the entire structure."

H. D. Richeson of the Armour Grain Co.

Ruins of C. & N-W. Ry. Elevator at South Chicago.



Top Shows View of Marine Leg and River House from the East. Copyright by Underwood & Underwood.
Bottom: Storage Tanks and Cupola of Working House in Background. Welfare House and Machine Shop in Foreground. Power House Back of Smokestack. Note Piece Knocked out of Top.

denied that there was an unusual amount of dust and also denied a report that any sweepers had been laid off. He said six men were employed steadily as sweepers and that other workmen when not busy helped them, so that ten men usually were engaged in sweeping the plant.

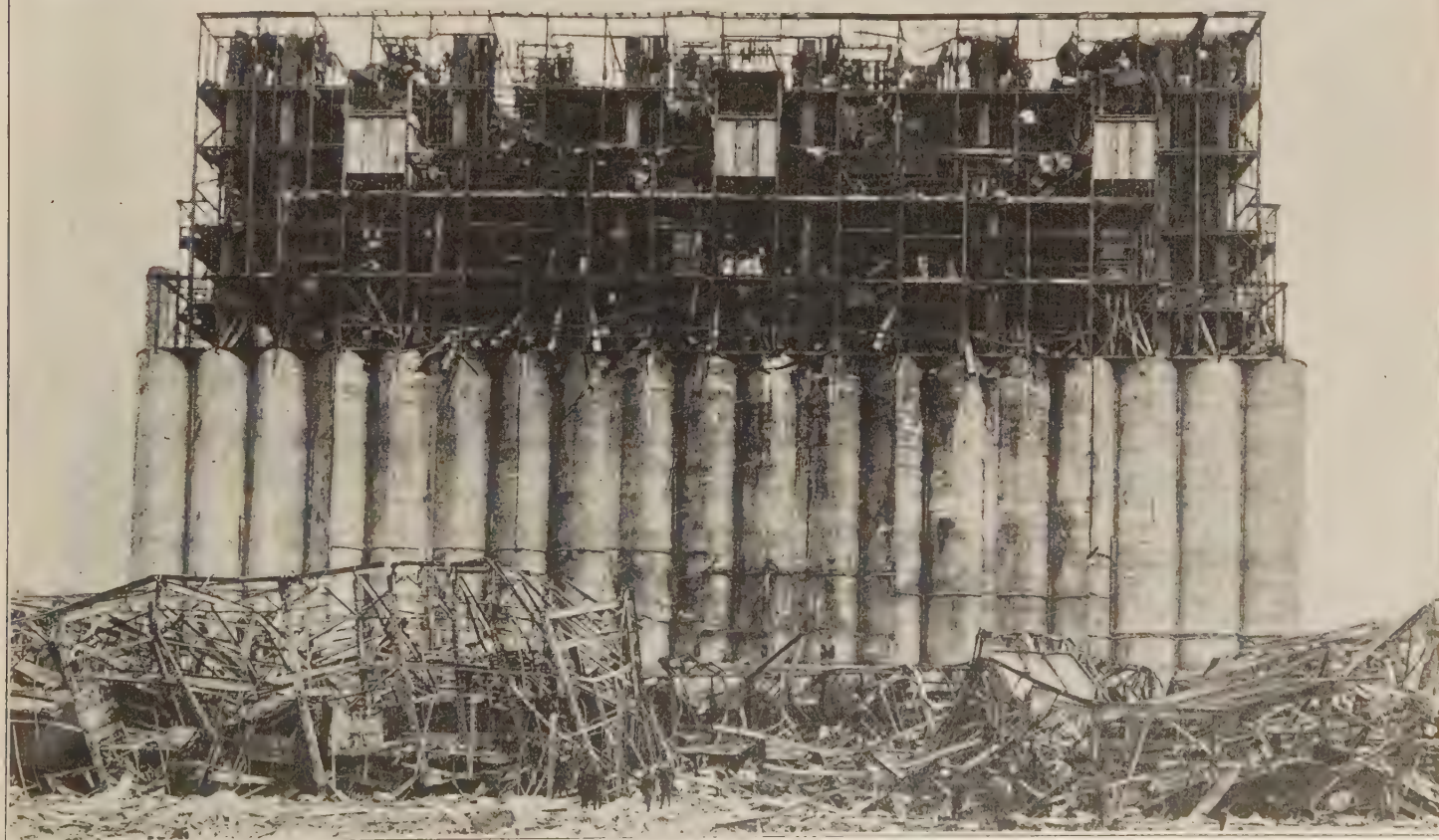
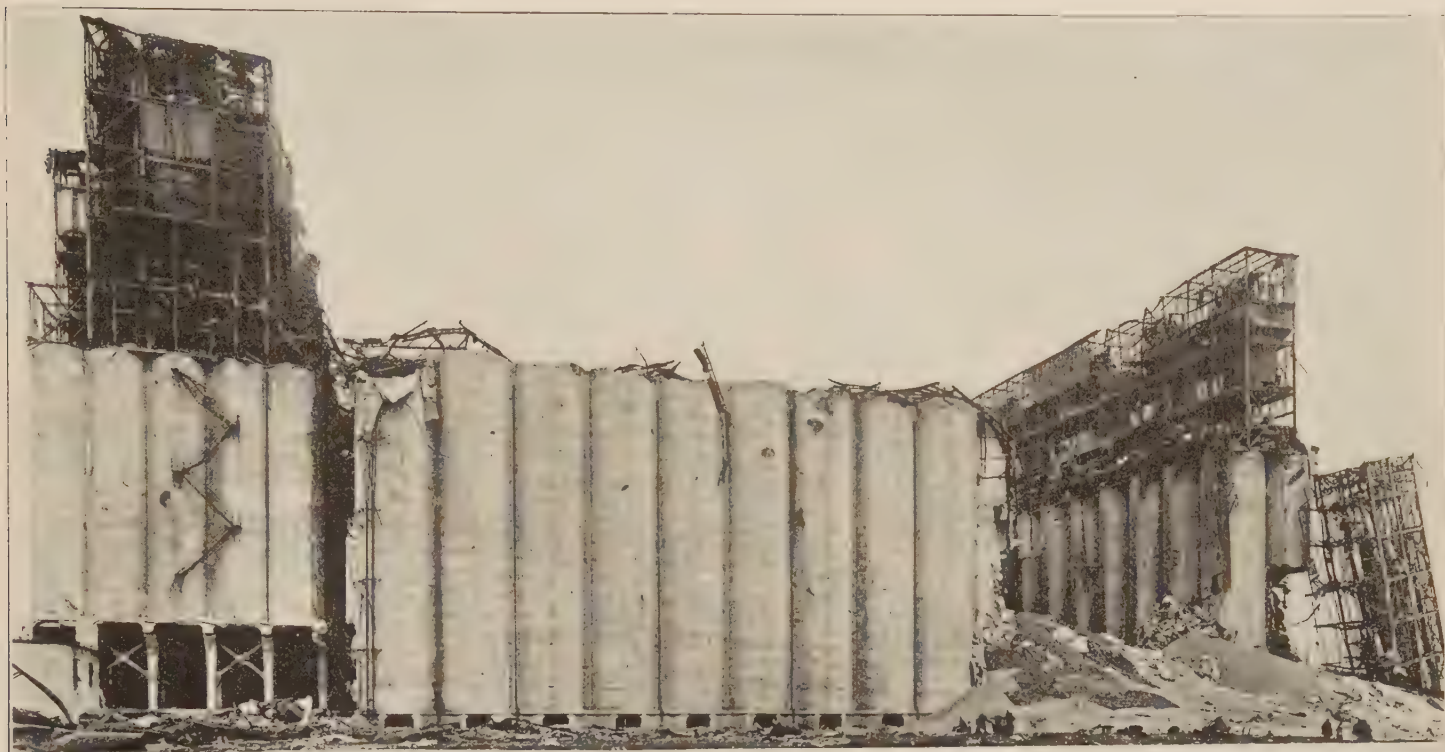
Daniel Orlich, fireman, said, "I was on the

second floor when the explosion shook the engine house. It seemed the air was on fire. I ran to the nearest window, realizing the grain had exploded, and jumped about thirty feet to the ground. I believe the explosion was caused by spontaneous combustion in the drying room."

Mr. Austgen, the engineer, jumped to his

engine as the floor rocked to the force of the blast. He said: "I did everything I could, but timbers were falling all around me and I was afraid the boilers would blow up. I got a hose and put out the fires under them. There were two distinct blasts—one a few seconds after the other. I think the first was in the drying room and the second in the bins."

Ruins of C. & N-W. Ry. Elevator at South Chicago.



Top Shows Working House, Storage House, River House and Marine Leg from the South.
Bottom Shows Ruins of the Track Shed and Driers in the Foreground, Working House in the Background

Weights and Weighing.

Address before National Scale Men's Ass'n by H. C. Howe, Freight Claim Agent, C. & N.-W. Ry.

A freight claim agent is aware that the weighing of grain especially is determined by the use of various kinds of scales and in many different ways at point of shipment and at destination. All grain first originates in the country at the small towns, and from our observation the weighing is done over beam hopper scales or automatic scales, and occasionally on railroad track scales, and the majority of this grain is destined to large market centers, where it is generally weighed under the jurisdiction of either state supervision or organization of board of trade weighing departments.

When viewing a claim for loss of grain, our first move is to determine as far as possible the condition of the car into which the grain was loaded, whether or not it suffered any mishandling in transit that might bring about a defect which would cause a loss of grain, the manner in which the weights were arrived at, whether they were determined by an automatic scale, which necessitated from 250 to 450 drafts to weigh the grain loaded into the car, or whether the weight was determined by hopper scales ranging from 3,000 up. Also as to the general character and manner in which the business of the elevator is handled in so far as keeping the records of their weights is concerned, that is, are they clearly recorded, no changes or erasures made in the records, and the general efficient or deficient manner in which the business is conducted.

Railroad Company Does Not Add Grain to Load.—Naturally, we look upon weights determined by several hundred drafts as compared with the weight obtained in one or two drafts in the light that more likely the latter weights are more correct than the weights as determined at the time of loading. It is found in many instances that an elevator which is making claim for the loss, in addition to having numerous shortages as determined by the weight at destination, also has numerous overages. We feel confident, as railroad men, that the carrier does not load any grain into these cars, and therefore where we find such a condition existing such claims are looked upon with considerable doubt. It has been said that the loading elevator more than likely places more grain into the car than its scales indicated in order to be sure that as much grain has been shipped as claimed. In these progressive times of doing business, where all features are considered in giving only what you aim to sell, we do not look with very much favor upon the proposition that more grain is weighed into the cars purposely than the scales at loading point indicate. Therefore, for reasons given above, many claims for loss of grain are in dispute due to the fact that from all indications there is a question of the correctness of the weight at point of shipment, and to a certain extent we feel the same condition exists at destination based upon the ground that the human element enters into these transactions, and that element not being proof against error, we believe that a mistake has been made either at point of shipment or at destination in arriving at the weights claimed.

The Investigation of this class of claims frequently brings out that they are supported by affidavits and when the matter is actually brought to a final conclusion it is found that the party who made the affidavit really did not weigh the grain into the car, but some subordinate or a person from about town helped out in emergencies, and weighed either all of the grain into the car or a portion of it, and not an efficient weighmaster, and more than likely in such cases it is the cause of the error.

Measurement Weights?—We have many claims for alleged loss of grain in transit where the amount loaded into the car is determined by the shipper by taking the cubical measurements of the depth, width and length of the amount of grain in the car. In some cases it is only estimated in accordance with the grain line, and when the shipment arrives at destination and is weighed on what is considered a first class scale, either a large overage exists or a large shortage, and in the latter case we are asked to pay a claim, regardless of the condition of the car upon its arrival or any examination of the car that may have been made in transit, showing that it was transported without any evidence or defect in the equipment. Such claims we naturally contest, especially the clear records, and we do not feel disposed to pay very heavily even though there may be a defect which indicates that some grain may have been lost.

Wagon Scale Weights.—In many cases the grain is weighed over wagon scales, sometimes the property of the owner of the elevator, sometimes it is a city scale, or some individual firm who has wagon scales, and then the grain either is shoveled into the car or dumped into the elevator, run into a bin and later on loaded into a car without weighing and we are expected to entertain a claim on such weights regardless of whether the record of transportation is clear or it is defective. From a claim standpoint we are very doubtful about the loss in these cases when the record of transporta-

tion, so far as we are able to determine, does not develop any condition that would cause a loss of the grain in transit.

There are also the claims for loss of grain shipped from one terminal to another; such shipments being weighed under the supervision of the state or other authorized weighing departments at point of shipment, and under the same conditions at destination. As a general proposition these weights run very close. Occasionally there are apparently large losses, but as a rule, in such cases the bad order condition of the equipment is found, and therefore in handling such claims we feel that shipments weighed under those conditions are entitled to more consideration than where the weights are determined by many drafts and under adverse conditions.

Country Shippers Earn a Reputation.—On the contrary, I find that at many country elevators the condition of weighing, inspection and general conduct of the business, the few claims, the few shortages and few overages, indicate to me that they are handling their business on a proper principle, and I would rather give consideration to a claim of that kind, even though the carriers' record was clear, than to give consideration to weights from other elevators, even though there may be defective cars, due to the fact that the latter referred to elevators do not handle their business in an up to date manner.

Some years ago the Interstate Commerce Commission, of their own volition, instigated an investigation into the payment of claims for loss of grain in transit; also as to the methods of weighing at point of shipment and at destination, with the result that a request was made to have a com'te of shippers and a com'te of railroad men attempt to promulgate rules for the loading, weighing, unloading and handling of grain, as well as the condition and installation of scales and the proper disposition of claims.

These com'tes met at different times, but in the end could not agree upon the rules to be presented to the Commission, and the result of such action has brought about the recommendation of the Commission to the shippers and the carriers to try certain rules which they have recommended for the handling of these matters. While, from a railroad standpoint, we do not concur in many of the rules referred to, I believe it is the intention of the carriers, as well as the shippers, to attempt to carry out these rules, altho it has not been finally decided so far as the carriers are concerned.

There are many things in these rules which the shippers are expected to do, as well as the carriers. The latter are presumed to furnish the proper kind of equipment in which to load grain and such cooperation material as is deemed necessary to place the car in proper condition to safely transport these commodities. On the other hand, the shipper is expected to have the proper kind of scales installed and in a correct manner, and to keep them in as near 100 per cent condition as it is possible, and also to keep their records in a manner that will indicate a safe and careful handling of the business. All of these conditions and rules will have their effect upon the disposition of claims, and therefore I consider it behooves both the shippers and the carriers to make extraordinary effort to handle this class of business in a way that will make it possible to transport grain and handle it with a minimum loss.

You gentlemen of the Scale Men's Ass'n are engaged in a serious business. Serious for the buyer as well as the seller, and again for the railroad company and the claimant. From my view point it devolves upon you to aid and assist the shippers at the country elevators to the end that they may install proper machinery for weighing, and keep the apparatus in first class condition, as well as all the other conditions in their elevator that may have to do with the weighing of grain, and also that they will so conduct their business that there will be a minimum of loss in handling this commodity.

From a Claim Agent's standpoint, what we desire is that the commodities referred to be weighed over the best scales that can be produced and done in the most correct and efficient manner that it is possible or practicable to be performed, and then the carriers will in the same manner attempt to furnish such equipment as will, so far as it is within their means to do, transport these commodities without loss to the owners or themselves. When these conditions are brought about I am quite of the opinion that there will be less cause for disputes and arguments over the disposition of claims.

MODIFICATION of the present federal grain grades will be asked of sec'y of agriculture Wallace if a resolution introduced into the Minnesota legislature by Sen. Ole Sageng is adopted. The resolution would have a com'te ask that the old Minnesota grades be re-established and would ask that North Dakota and South Dakota join in the request.

New Tile Elevator at Freeland, Mich.

One of the largest country elevators yet built of tile has recently been completed for Chas. Wolohan at Freeland, Mich. As shown in the engraving the storage is in three rows of four tanks each. The tanks are 10x45 ft., and their total capacity is 50,000 bus. In connection is a warehouse, 36 ft., 6 ins. by 85 ft., and 12 ft. high, and a bean picking department two stories high, 24x50 ft., with bean storage bins above. The foundation is cement concrete.

The equipment includes 6 stands of elevators having 11x7-in. cups of the high speed V-type and with legs made of steel, one A. T. Ferrell Bean Cleaner, one Invincible Grain Cleaner, grinding mill, truck dump and conveyor, Western Manlift and Western power transmission.

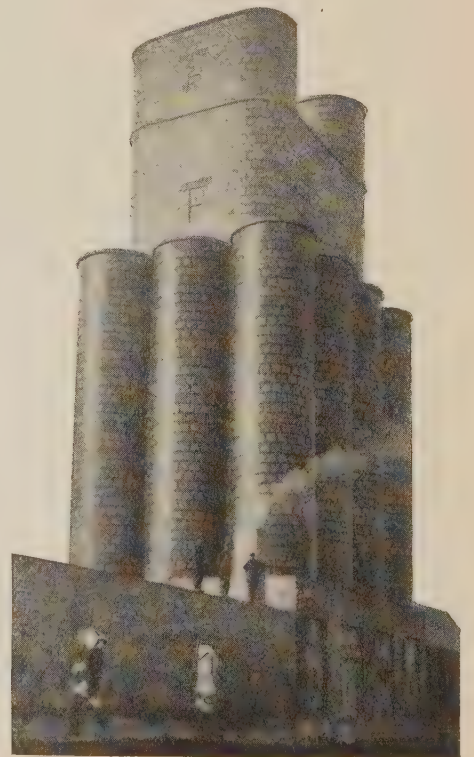
Nine electric motors give each machine an independent drive. A 30-horse runs the grinder, a 15-h.p. drives the grain cleaner and two elevators, three 10-h.p. motors drive respectively the bean cleaner and two elevators, a 5-h.p. moves the truck dump and conveyor, a 2-h.p. drives the elevator in the bean picking room and another of the same size operates the pickers, while the smallest is the ½-h.p. running the shoe between the bean dump and the bean cleaner.

With the rounded corners of the ample cupola the elevator gives the effect of pleasing symmetry. It is one of several tile and concrete elevators erected in Michigan and Indiana by Fred. R. Childers.

NEW FEDERAL FARM loan bonds will be ready for issuance by April 1 according to an announcement made on March 1 by commissioner Lobdell of the Farm Loan Board.

DAYLIGHT SAVINGS time will be re-established in Chicago on Easter Sunday March 27. Grain markets in other cities will starting Mar. 29 open an hour earlier to conform with the opening at Chicago.

H. M. STRATTON, chairman of the Uniform Contract Com'te of the Terminal Elevator Grain Merchants Ass'n, has prepared a draft of a uniform margin rule for transactions in cash grain that he is submitting to the different exchanges for approval.



Tile 50,000-bu. Elevator at Freeland, Mich.

Get Consent of Buyer for Diversion after Contract Time.

M. H. Taylor Grain Co., of Muskogee, Okla., plaintiff, v. Smith Bros. Grain Co., of Fort Worth, Tex., defendant, before Arbitration Com'te No. 5 of the Grain Dealers National Ass'n, composed of H. C. Gamage, Dick O'Bannon and L. C. McMurtry.

This case arises over the question of diversion of shipment of cane seed shipped within contract time, but diverted to buyer's destination after expiration of contract time. The papers submitted indicate that plaintiff purchased from defendant on Jan. 15, one car cane seed for shipment during January, via any road, final destination Fort Worth. On Jan. 29, defendant shipped car No. 43088, Santa Fe, from Garden City, Kan., to Hutchinson, Kan. The evidence discloses that this car was not diverted to Fort Worth until Feb. 2, the contract having expired Jan. 31.

In this case we find for defendants upon the ground that the trade has generally accepted the view and now is generally conforming to the practice that diversions of grain in transit must be made within the time limit of the contract, else do not constitute delivery.

In this connection, we would call attention of plaintiff and others to the fact that where it is sought to apply upon contracts cars of grain which are in transit, and which cannot be diverted within the contract time, no such diversion should be attempted without the consent of the buyer, to whose rights all must defer when a contract has reached a stage so nearly approaching default.

We therefore find for the defendant and assess the costs of the arbitration against the plaintiff.

Weighing Recommendations Should be Carried Out.

Henry L. Goemann in his address before the National Scale Men's Ass'n at Chicago last week, made it plain that it was now in order for the trade to adopt the recommendations of the shippers' com'te in Docket No. 9009 in order to get better weights. He said in part:

I believe if the recommendations of the Shippers' Com'te as to the installation of scales, whether automatic, hopper or track scales, be followed in installing scales, we would get accurate weights—especially if all the other specifications and recommendations in this order be carried out. Therefore this subject is of particular interest to the National Scale Men's Ass'n, which organization includes all classes of scale men. But, it is to you practical scale men—those of you working in the field, who are responsible for installing, adjusting and repairing scales—that I make a special appeal, and bring to your notice with special emphasis the need we have of your co-operation.

It is unnecessary to repeat that all these specifications in Docket 9009 will not, of themselves, bring about accurate weighing conditions. The weighmasters thruout the country, in order to give correct weights, must have correct scales. If you practical scale men are not efficient and alive to the needs, when installing, repairing or adjusting scales used to weigh the country's grain, whether your problem be in the country elevator, at the transfer or the terminal elevator at destination, then all the efforts of those who have developed the specifications will be for naught.

On the other hand, a knowledge on your part of the requirements, and an intelligent understanding of the needs of grain scales, will be one of the largest single factors towards achieving final solution of the problems, and so I again emphasize the need of your co-operation.

I sincerely hope your Ass'n will indorse the specifications covering these various scales, and endeavor to have scales complying with these specifications made the standard

for grain weighing for the future—and you gentlemen who will be called upon to install scales, also to supervise and test regularly, now have an opportunity to assist in carrying out the improvement suggested on better weights, and it is up to you to get the results necessary.

Condemns Government Control of the Grain Trade.

In an address delivered in Liverpool, Eng., recently, H. T. Rathbone of R. T. Smith & Co., Liverpool, told why a government could not efficiently control business in commodities such as wheat, corn and other grains. His address follows in part:

A man in business, whether he is in the corn trade or any other business, has to use his wits, his information, his knowledge of psychology, his knowledge of politics, and, generally speaking, all the qualities he possesses to come to a right decision. However shrewd or able he is, he will frequently make mistakes, which he will have to pay for. A Government official frequently makes mistakes. The country has to pay for them.

The merchant knows that he will have to pay for his mistakes, and therefore he takes every precaution to avoid making them.

The Government official knows that he will not have to pay for his mistakes, and how-ever honest and honorable he is, this makes an immense amount of difference. There is no sanction, as the lawyers say, for a Government official. He has done his best. He is practically irremovable, except for fraud, and if he conducts his business badly, all that will happen will be that he does not get promotion, and he'll be superannuated as soon as possible.

However much a Socialistic State may appeal to many of us, where there are no large fortunes made and no big failures made, it is inconceivable that in any trade such as the corn trade, which is at the mercy of weather conditions all over the world, which no one can forecast, such a business can be conducted under Government control at anything but a very heavy loss to the country over a period of years.

I do not mean to suggest that the wheat market never goes up. Of course it does, and if a business house has bought wheat on an advancing market, it naturally makes a good deal of money out of the advance, which, if the country had bought, the country would have made.

The wheat market never stands still, and it is rarely the case that an advance in the market is maintained for any length of time.

Judgment for Quality Not up to Contract.

The L. Teweles Seed Co., of Milwaukee, Wis., which had lost in the lower court, won a victory in the Supreme Court of Washington Jan. 25, 1921, when judgment in reversal for the full amount sued for, \$852.05, was given against F. M. Fairbanks & Co., of Seattle, defendants, under a contract evidenced by the following confirmation:

"Seattle, Wash., April 22, 1918.
"L. Teweles Seed Company, Milwaukee, Wis.
—Gentlemen: We confirm sale to you today of 3 cars Canadian yellow peas at 5½¢ per pound, f. o. b. Seattle, for immediate shipment, weights certified. Payment demand draft against bills of lading. Remarks: Peas to be good stock in good merchantable condition.

"Yours truly,
"F. M. Fairbanks & Co.,
"Per F. M. Fairbanks.
"Accepted: L. Teweles Seed Company, by Max Teweles."

Appellant offered much evidence tending to show that many of the sacks of peas were not such as were contracted for; that some of them were musty, discolored, and split; that others were not Canadian yellow peas at all; that the whole shipment contained much dirt and screenings; that in one car there were 2,190 pounds of dirt and screenings besides 106 sacks of inferior peas; that in another car there were 88 sacks of inferior peas and more than 2,200 pounds of dirt and screenings; that in the third car there were 117 sacks of poor peas and 2,300 pounds of dirt and screenings. At the trial in Seattle the appellant produced many samples of defective peas, which it testified were taken in the usual manner from each sack of defective peas. Practically all witnesses, either for the plaintiff or defendant, admitted that the peas shown in the samples did not comply with the contract.

The court said: We are fully convinced that many of the peas were discolored, split, and musty; that they contained an undue quantity of dirt and screenings; that some of them were not "Canadian yellow peas"; that many of the sacks contained peas of very inferior quality, and that those which appellant rejected were neither "good peas" nor "in merchantable condition." It seems to have been proven almost beyond controversy that the samples used at the trial were taken from the sacks shipped by respondent, and the trial court so found, but no witness, not even the respondent himself, contended that the samples complied with the contract.

Respondent claims that the custom of the trade is to have the Chamber of Commerce or some other disinterested person take the samples. But that custom, if it exist, is not exclusive. There is no reason why appellant should not take the samples. This it appears to have done in the usual manner by removing from each sack of defective peas a small portion of the contents. Practically all the testimony shows that these samples were taken in a fair manner. Under all the testimony we must hold that the peas which appellant rejected did not comply with the contract.—195 Pac. Rep. 40.

J. S. Johnson, Superintendent of Construction.

To carry on elevator construction successfully requires long hours and overtime which is not required on other construction work and the superintendent of construction of a concrete grain storage plant must possess a personal equation ranking high in the engineering profession.

Such a man is J. S. Johnson, who superintended the construction of the Western Maryland and the Northern Central elevators at Baltimore, Md., for James Stewart & Co.

About 1898 Barnett & Record got a contract to build an elevator and malt house at Sioux Falls, S. D., and young Johnson who had thoroly learned carpentry and millwrighting under his father with whom he had worked part time from the age of 16, on two occasions did some work for them on this plant, and when it was finished took him with them to Minneapolis. After 5 years, as foreman and finishing as assistant superintendent, he went with Stewart & Co. when they opened their elevator department at Chicago. He has been in their service continuously ever since and has superintended the building of large elevators at Fort William, Goderich, Winnipeg, Minneapolis, two at Philadelphia, Edgewater, N. Y., and at Baltimore.

His experience has been broadened with five years on country elevators and two years on house work. The portrait herewith depicts his determined mien.



J. S. Johnson, Superintendent of Construction.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. in a special Sup. to tariffs gives the increased rates effective Mar. 15.

C. B. & Q. in G. F. O. 10743 gives joint freight rates on grain and livestock, effective April 5.

Monon in a blanket sup. to tariffs gives the increased Indiana intrastate rate, effective Mar. 15.

Western Trunk Lines in Sup. 26 to circular 1-O gives rules, regulations and exceptions to classifications, effective April 1.

G. N. in a sup. to tariffs gives the new reduced rates from Montana points to Omaha and Kansas City, effective Mar. 15.

Monon in Sup. 2 to 1200-B gives the rules governing malting or milling of grain in transit at Indianapolis, Ind., effective Mar. 15.

W. J. Kelly and Geo. Merkl, agents, in a special sup. to tariffs give the increase in Indiana intrastate rates, effective Mar. 15.

C. & E. I. in Sup. 2 to 725-C gives the joint rates on grain from C. & E. I. stations to points in Indiana, Michigan and Ohio effective Apr. 5.

C. & A. in 1629-C gives the joint and proportional rates on grain products from stations in Ill., to Cairo, Ill., and Evansville, Ind., effective April 15.

Monon in Sup. 2 to 505-B gives milling in transit charges applying to C. I. & L. stations to be milled in transit at Monticello, Ind., effective Mar. 15.

Monon in 1194-B gives the local freight rates applying on transit grain from points in Indiana on the C. I. & L., milled in transit at Indianapolis, Ind.

C. B. & Q. in G. F. O. 3418-P gives joint and proportional commodity rates between Chicago, Ill., and stations on the C. A. & D. K. also coal from Gibson, Ind., to stations on the C. A. & D. K., effective April 5.

C. & E. I. in Sup. 1 to 3625-C gives the joint rates on grain and grain products from C. & E. I. stations to points in Ala., Ark., Fla., La., Miss., and Tenn., issued on Feb. 28 on order of the Interstate Commerce Commission.

C. B. & Q. in Sup. 1 to S. N. W. 7 and Sup. 1 to G. F. O. 10688-E gives the joint and proportional class and commodity rates between stations on the S. C. Ry., S. N. W. Ry. and stations on the C. B. & Q., effective April 12.

C. & A. in Sup. 12 to 1602-F gives the proportional rates on grain and grain products from Kansas City and St. Joseph, Mo., to stations on the C. & A. and its connections in Ill., Ind., Wis., Ia., Mich., Mo., O., and Wis., effective April 15.

C. R. I. & P. in Sup. 3 to 27527-F gives the joint and proportional rates on grain, grain products and seeds from C. R. I. & P. stations in Ill., Ia., Kan., Minn., Mo. and Nebr. to stations in Ill., Ind., Ky., Mich., N. Y., O. and Pa., effective May 1.

C. & E. I. in Sup. 2 to 6629-D gives the rules governing the milling and malting in transit privileges on grain and grain products effective at stations on the C. & E. I. Effective on Illinois traffic on April 5, on Indiana traffic on March 15 and on interstate traffic on April 5.

A. T. & S. F. in Sup. 5 to 5588-L gives the local, joint and proportional rates on grain and grain products between points in Kan., Colo., Mo. and Okla., also Superior, Neb., and Joplin, Mo. and points in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., Okla. and Wisc., effective April 17.

L. A. Lowrey, agt., in a suspension notice, Sup. 5 to 20-K, gives the local and joint terminal charges, rules and regulations from or to points in the Chicago district on inbound and outbound freight traffic also rules governing the intermediate freight passing thru the Chicago district. Issued Feb. 28.

C. B. & Q. in Sup. 4 to 3200-E gives local, joint and proportional rates on grain, grain products and seeds between Missouri River points and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Winona, Minn., La Crosse, Wis., and stations taking same rates or arbitraries higher named in tariff. Withdrawal of suspension effective Mar. 5.

A. T. & S. F. in Sup. 4 to 7481-G gives the joint rates on grain products and seeds from stations in Colo., Kan., Mo. and Okla., also Superior, Neb., to points in Ala., Ark., Kan., La., Mo., Miss., Okla., Tenn. and Tex. Issued on Feb. 28 on order of the Interstate Commerce Commission. Pending restoration of Sup. 2 7481-G, tariff 7481-G will continue in effect.

C. & A. tariff No. 1596-F will not become effective until June 26 by order of the Interstate Commerce Commission. Pending restoration, reissue or cancellation of C. & A. tariff No. 1596-F, suspended by the Commission, the provisions of Tariff No. 1596-E and effective supplements will remain in effect unless sooner lawfully changed or reissued.—J. F. Vosburgh, F. T. M., C. & A.

C. & A. in 1614-F gives the joint and proportional rates on grain from stations in Ill. n the C. & A. and the C. & I. M. to Aurora, Indianapolis, New Albany, Jeffersonville, Lawrenceburg, Evansville, Ind., Cincinnati, O., Louisville and Owensboro, Ky., Cairo, Ill., and points in Ill., on the M. & O. and the W. C. & W., effective April 5.

C. R. I. & P. in Sup. 5 to 13207-H gives joint proportional rates on grain, grain products and seeds from Albright, Neb., Armourdale, Kan., Atchison, Kans., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kan., Omaha, South Omaha, Neb., and St. Joseph, Mo., to stations in Ill., Ind., Ia., Mich. and Wis. on connecting lines, effective April 9.

C. B. & Q. in Sup. 1 to 37-K gives the local, joint and proportional rates on grain, grain products, flaxseed, hay and broom corn from Kansas City, Mo., Atchison, Kan., Omaha, Neb., Council Bluffs, Ia., Sioux Falls, S. D., to Metropolis, Cairo, Ill., Evansville, Ind., Paducah, Ky., Memphis, Tenn., Helena, Ark., New Orleans, La., and Key West and Pensacola, Fla., effective pending restoration of tariff No. 37-K.

C. B. & Q. in Sup. 1 to 5100-E gives joint commodity rates in livestock lumber and articles taking same rates or arbitraries higher, flax seed, grain, grain products, and articles taking same rates, coal and coke, between stations on the C. B. & Q. also stations on connecting lines provided for in tariff and as amended and stations on the F. D., P. M. & S. and Interurban Ry., named in tariff and amended, effective April 15.

C. R. I. & P. in Sup. 8 to 29329-D gives local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council bluffs, Iowa, Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Ia., Kan. and Neb. on the C. R. I. & P., C. B. & Q. and M. P. and stations in Wis., Ill., Ind., Ia., Minn., Mo. and S. D., effective April 15.

C. & A. in Sup. 1 to 1596-F gives the joint and proportional rates on grain and grain products from stations on the C. & A., C. & I. M. and C. & N. W., also from Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Fla., Miss. and Tenn., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., when for export. Tariff issued Mar. 1 on order of the Interstate Commerce Commission.

C. & E. I. in Sup. 17 to 622-E gives the local, joint and proportional rates on grain, grain products and grain by-products, also broom corn, green corn, corn cobs, cotton seed, cotton seed ashes, seeds (Hungarian and Millet) and red top seed chaff, from C. & E. I. stations, also from Henderson and Owensboro, Ky., and from Cairo, Ill. (via M. & O.), Joliet, Ill. (via E. J. & E.) and Moline Transfer, Ill. (via C. M. & G.) to points in Ill., Ind., Ia., Ky., Mich., Minn., Mo., O., Pa., and Wis., effective in Indiana on Mar. 15, in Ill., on April 5 and on interstate traffic on April 5.

A. T. & S. F. in Sup. 9 to 5702-F gives the local, joint and proportional rates on broom corn, castor beans, popcorn, seeds, hay and straw between points in Kan., Colo., Okla., also Superior, Neb., and Joplin, Mo., and Kansas City, Mo.—Kan., St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Iowa, Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn., and points taking same rates or arbitraries higher as shown on pages 29 to 62, inclusive, of tariff; also distance rates between stations in Kan. and stations in Okla., also Superior, Neb., and Joplin, Mo., also on corn husks from stations in Okla. to Chicago, St. Louis, E. Ft. Madison and Missouri River points, effective April 20.

C. R. I. & P. in Sup. 5 to 28675-D gives local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal, and seeds between Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Iowa; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations taking same rates as shown on pages 14 to 33, inclusive, of tariff, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla. and S. D., and stations in Colc., Kan., Neb., N. M., Okla. and Texahoma, Tex., effective Mar. 10.

C. B. & Q. in Sup. 17 to 5400-B gives the local and joint rates on broom corn, flaxseed, grain and grain products between Omaha, South Omaha, Nebraska City, Neb., Council Bluffs, Pacific Junction, Sioux City, Iowa, Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., and stations taking same rates, also stations on the C. B. & Q. lines west of the Missouri River (except Colo. points) and stations on the C. B. & Q. lines west of the Missouri River, also stations on the C. & N. W., R. C., B. H. & W. and the C. & W., effective April 12.

C. R. I. & P. in Sup. 6 to 28675-D gives the local, joint and proportional rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds between Chicago, Peoria, Rock Island, Ill.; Council Bluffs, Iowa; Kansas City, St. Joseph, St. Louis, Mo.; Minneapolis, St. Paul, Minn.; Omaha, Neb.; and stations taking same rates as shown on pages 14 to 33, inclusive, of tariff, also stations in Colo., Ill., Ia., Kan., Minn., Mo., Neb., Okla. and S. D. and stations in Colo., Kan., Neb., N. M., Okla. and S. D., effective April 23.

C. B. & Q. in Sup. 1 to 1218-H gives the local and joint rates on grain, grain products and hay from stations in Kan., Neb., Wyo. and Colo. on the C. B. & Q. to Cairo, Metropolis, Ill., Evansville, Ind., Greenville, Miss., Memphis, Tenn., Natchez, Miss., New Orleans, La., Vicksburg, Miss., also Port Arthur, Tex., Port Bolivar, Tex., New Orleans, Southport, Westwego, Port Chalmette, La., Pensacola, Fla., Mobile, Ala., Gulfport, Miss., Galveston and Texas City, Tex., when for export. Issued Mar. 7 in compliance with an order of the I. C. C. to suspend 1218-H until June 28. Tariff 1218-G will remain in force unless otherwise changed.

C. B. & Q. in Sup. 5 to 1362-L gives the local, joint and proportional rates on grain, grain products and seeds from St. Paul, Minneapolis, Duluth Stillwater, Winona, Minn., and La Crosse, Wis., etc., to stations in Ill., Ind., Ky., west bank Mississippi River stations (Dubuque, Ia., to St. Louis, Mo., incl.), also Green Bay, Kewaunee, Wis., also to points east of the Illinois-Indiana state line or south of the Ohio River. Tariff issued Mar. 7 because Sup. 3 was suspended until June 28. Tariff 1362-L will remain in force unless otherwise changed or reissued.

C. R. I. & P. in Sup. 15 to 22000-F gives the local, joint and proportional rates on grain, grain products and seeds between Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., and other stations named under Index Nos. 1 to 2116, inclusive, and in Items Nos. 200 to 310, inclusive, of tariff, as amended, and stations on the C. R. I. & P. and connections in Ill., Ia., Minn., Mo. and S. D., including Kansas City, St. Joseph, Mo. Council Bluffs, Ia., Armourdale, Atchison, Leavenworth, Kan., Albright, Omaha and South Omaha, Neb. Issued on Mar. 2 on order of the Interstate Commerce Commission.

C. & A. in Sup. 15 to 1574-F gives the joint and proportional rates on grain, grain products and seeds from Kansas City, Mo., when originating beyond, also Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mayview, Mexico, Odessa and Slater, Mo., as provided in items Nos. 10 to 15 of tariff, to Cairo, Ill., proper or when for southeastern or Carolina territories, and Cincinnati, Ohio, Evansville, Ind., Jeffersonville, Ind., and Louisville, Ky., when for Southeastern or Carolina territories, also Mississippi Valley points and stations in Ala., La. and Miss., also Key West, Fla., when for export. This tariff issued Mar. 1 on order of the Interstate Commerce Commission. The effective date of Sup. No. 14 to No. 1574-F is postponed until June 28. Pending restoration, reissue or cancellation of Sup. 14 to 1574-F, suspended by the Commission, the provisions of C. & A. tariff No. 1574-F and prior effective supplements will remain in effect unless sooner lawfully changed or reissued.—J. F. Vosburgh, F. T. M., C. & A.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Mena, Ark.—Bud and Thomas Wallace have bot the grain business of the Mena Grain Co. from Otho Ozment prop.

Little Rock, Ark.—The H. K. Cochran Co. of this city has been expelled from membership in the Grain Dealers National Ass'n because it refused to arbitrate with the Parker Corn Co. of Kansas City.

CALIFORNIA

Red Bluff, Cal.—The required number of subscriptions for a bulk elvtr. have been obtained here.

Lamanda Park, Cal.—The Ambler Grain Co. is building a new warehouse and will install a feed mill.

Edison, Cal.—Farmers are interested in the bulk handling of grain in this section and steps are being taken to build an elvtr.

Shafter, Cal.—Altho farmers now operate an elvtr. here it is planned to organize a company to build a bulk house very soon.

Livermore, Cal.—The Farm Center has taken up the question of building a bulk elvtr. here and plans at present are favorable.

Oakland, Cal.—G. C. Britting, who has been with the Albers Bros. Milling Co. at Ogden, Utah, has been transferred to the company's plant here.

El Toro, Cal.—F. E. Moore has contracted to buy my warehouse here and will take possession June 1. He is at present in the east.—Lewis F. Moulton. (Mail addressed to Mr. Moore was recently returned.)

Corcoran, Cal.—A. H. Johnson, J. H. Van Vorhis, and Forest Riley were recently named as a com'te to get the bulk elvtr. plan started here. Stock is being subscribed rapidly and it is hoped to complete the elvtr. this fall.

Patterson, Cal.—Farmers here, assisted by the California Farm Buro Elvtr. Corp., have leased a site and definitely settled the question of a bulk grain elvtr. for this section. The house will be of reinforced concrete with a capacity of 30,000 bus. and will be ready for operation for this year's crop. This is the first town in the state to begin actual work on a bulk elvtr. according to the federation reports. Otto Johna, H. L. Heintz, Claus Krihn and others are interested.

San Francisco, Cal.—Representatives of the Warehousemen's Ass'n recently urged the directors of the Chamber of Commerce to abandon the Chamber's opposition to an amendment now pending before the State Legislature which would deprive the Board of State Harbor Commissioners of their power to erect grain elvtrs. and warehouses on the harbor front. After hearing both sides of the question the chamber confirmed its former stand in opposition to the proposed amendment. The Warehousemen's Ass'n protested against the erection of the transit shed by the harbor board urging that in erecting transit sheds, warehouses or grain elvtrs. as permitted by law, the harbor board becomes a competitor of private enterprise as represented by the warehousing interests of San Francisco. Frederick S. Moody of the harbor board in reply stated that the structures planned by the commissioners were intended to provide much needed facilities for shippers and would advertise to the world the fact that this port is equipped with complete modern accommodations and appliances for the quick and economical handling of cargoes.

LOS ANGELES LETTER.

Members of the exchange are welcoming D. M. Thompson back to his desk after 3 months' serious illness.

Chief Silcox of the grain inspection department has been ill for some time but is getting along nicely and will, if the improvement continues, soon be back at his desk.

The daily sessions of the grain exchange were cut a half hour short, Mar. 7, and the "call" is now from 12:30 to 1 p. m. except on Saturday when it is from 11:30 to 12 noon.

The Traffic Ass'n of the Grain Exchange was recently formed by traffic mgrs. of the grain and milling interests here to handle the various questions and problems arising on traffic matters at this market. M. Beck is pres.; J. Fisher, vice-pres.; F. J. Swan, sec'y.

CANADA

Welwyn, Sask.—The Farmers Elvtr. Co. has increased its capital stock to \$25,000.

Penticton, B. C.—The Penticton Food Products, Ltd., has bot the grain and hay business of James W. Ford.

Vancouver, B. C.—Mail addressed to the Wilde Motor Car Co. said to be interested in the building of an elvtr. on the harbor, is returned "not known in Vancouver."

Three Hills, Alta.—S. H. Davis, mgr. for the Alberta Pacific Elvtr. Co. was recently severely injured when he fell from the top floor of the elvtr. to the pit. He sustained many bruises and cuts and two ribs were broken.

COLORADO

Hartman, Colo.—The recently organized Hartman Equity Exchange has bot the elvtr. at this point.

Granada, Colo.—The Granada Co-op. Equity Co. will build an elvtr. here this summer on our right of way.—G. W. Smith, D. F. A., A. T. & S. F. Ry. Co.

Ordway, Colo.—The Crowley County Milling & Merc. Co. has been suspended from membership in the National Hay Ass'n for violation of the arbitration and investigation rules.

DENVER LETTER.

B. M. Hayward who has been ass't inspector of the Grain Exchange for some time has resigned and is now in California.

The W. F. Thompson Merc. Co. has been suspended by the National Hay Ass'n for violation of the arbitration and investigation rules.

We have changed the name of our firm from the Summit Grain & Coal Co. to the Summit Grain Co. but the change is in name only.—H. L. Wierman, ass't mgr.

IDAHO

Arco, Ida.—I shall be back here in the spring as agt. for Thomas Bros.—Vinton T. Rhodes, now at Newdale.

Kennedyford (Palouse p. o., Wash.), Ida.—The Farmers Union Warehouse here is now handled by the White-Dulany Co. of Spokane.

American Falls, Ida.—Chester Green formerly mgr. for the Oneida Milling & Elvtr. Co. here, has been promoted to the office of District Mgr. of the Mullen Mills with headquarters at Gooding. E. D. Nye who has been Mr. Green's ass't here will succeed him.

Coeur D'Alene, Ida.—The Duluth Products Co., which specializes in grain, hay, etc., in carlots, has succeeded the Spokane Fruit Growers Co. and now owns and operates the two warehouses of the company but does not own or operate the warehouse at Dalton Gardens. J. E. Duthie is mgr.

ILLINOIS

Whittington, Ill.—J. A. Seargent formerly a grain dealer here is dead.

Pana, Ill.—D. M. Keyes, a retired grain and feed dealer here, died recently of pneumonia.

St. Peter, Ill.—The new Farmers Co-op. Elvtr. Co., recently organized, expects to begin operation.

Green Valley, Ill.—G. G. Waltmire, mgr. for the Farmers Grain & Coal Co., died suddenly Mar. 15.

Pontiac, Ill.—E. Lowitz & Co. of Chicago, have closed their office here.

Bushnell, Ill.—A. Curtis is building an addition to his elvtr. and enlarging the building.

Cairo, Ill.—The new reinforced concrete elvtr. of Thistlewood & Co. is now completed and in operation.

Fletcher (Cooksville p. o.) Ill.—James Vincent has resigned as mgr. for the Farmers Elvtr. Co.

Fairmount, Ill.—Z. A. Terry has succeeded E. V. Sadler as mgr. for the Fairmount Grain & Elvtr. Co.

Mount Sterling, Ill.—W. T. Purcell has succeeded W. O. McCoy as mgr. for the Farmers Co-op. Co.

Troy Grove, Ill.—Geo. W. Beels has succeeded M. C. Simpson as mgr. for the Co-op. Grain & Supply Co.

Altoona, Ill.—The Altoona Grain Co. will meet April 14 to decide on the handling of side lines by the company.

Varna, Ill.—The farmers have bot the Maddin Elvtr. and have organized a co-op. grain company.—J. C. Maddin.

Yorktown, (Tampico p. o.), Ill.—Carl A. Carlson of Prophetstown, has succeeded Geo. O. Strummel as mgr. for Mathias Bros. & Co.

Peoria, Ill.—Shaffer & Stream have moved from the Jefferson Building to more commodious offices in the Board of Trade Building.

Catlin, Ill.—E. V. Sadler, formerly mgr. for the Fairmount Grain & Elvtr. Co. at Fairmount, is now mgr. for Farmers Elvtr. Co. here.

Henderson, Ill.—It is reported that J. F. Schroeder has bot the elvtr. operated by A. Schroeder who will go into the poultry business.

Tremont, Ill.—I have been mgr. here for the past 8 years. Martin Reuter is not mgr. but second man.—Henry Getz, Tremont Mutual Grain Co.

Oregon, Ill.—The Armour Grain Co. has let the contract for a 10-Ton Howe Dump Scale with the No. 1 Challenge to be erected in the elvtr. here.

Held (Varna p. o.), Ill.—Peters Bros. of Trivoli have bot the elvtr. of the Hopewell Grain Co. from John Fehring, prop., and are now in possession.

Dwight, Ill.—The Dwight Elvtr. Co. has filed a request with the state for permission to dissolve the company which has been out of business for a number of years.

Peoria, Ill.—The Gardner B. Van Ness Co. is now settled in its new offices in the Board of Trade building where it has more room than when in the Schradzki Bldg.

Litchfield, Ill.—The old frame elvtr. of the Farmers Grain Co. is being torn down and the old lumber sold. The company will transact all business thru its new concrete house.

Lenzburg, Ill.—The Farmers Co-op. Grain Co. has been organized with a capital stock of \$40,000 to build or buy an elvtr. Chas. H. Schneider is pres. and Louis Kraft, sec'y.

Eleroy, Ill.—The Farmers Shipping Ass'n is considering the formation of a company to take over the elvtr. of Heitler & Hanke. Mr. Heitler died some time ago and Mr. Hanke finds the work too heavy for one man.

Bloomington, Ill.—The Worth-Gyles Grain Co. has been expelled from membership in the Grain Dealers National Ass'n for refusal to arbitrate with Dudley M. Irwin Co. of Buffalo and with the Hasenwinkle Grain Co. of this city.

Maple Park, Ill.—My brother, J. H. Wittry, died last fall and I have taken over his business interests in J. H. Wittry & Co. and now operate as A. H. Wittry & Co.—A. H. Wittry. (Members of the firm are A. H. Wittry and John H. Clark.)

Marseilles, Ill.—It is reported that O. P. Clark, former mgr. for the Farmers Grain Co. at Seneca, but who has been located at Tulsa, Okla., for some time, will return and become mgr. for the Marseilles Grain & Supply Co. He will succeed P. L. Jarvis July 1.

Ursa, Ill.—The Farmers Elvtr. Co. is completing its new elvtr. and warehouse. The elvtr. has a capacity of 23,000 bus. and the warehouse is 20x50 ft. The equipment includes 10-ton truck scale, cleaner, and corn sheller. The engine room and office are in the warehouse.

Cairo, Ill.—H. S. Antrim has given up active work in H. S. Antrim & Co. and will move to Phoenix, Ariz., where he will make his home. He will however retain his interest in the firm. W. F. Hartman has recently been admitted to the firm and will be floor representative for the company.

Elmwood, Ill.—The Elmwood Elvtr. Co. is offering its old elvtr. and an old hotel building on its grounds for sale, to be wrecked, in order to clear the site. It will also sell its old office building which is large enuf for a garage or warehouse. The elvtr. for sale is known as the Wiley Elvtr.

Lotus, Ill.—L. E. Zimmer, who has been defendant in a suit brot by the Lotus Grain Co. in Aug., 1918, has been granted his appeal to have the case sent back to the appellate court for the second time. The suit is over the alleged violation of contract by the defendant on sales of grain to the plaintiff company.

CHICAGO NOTES.

Fred C. Sawyers is now with Clement, Curtis & Co. He was formerly connected with Simmons, Day & Co.

The Board of Trade will adopt the daylight-saving plan and will operate in accordance to it on and after Mar. 28.

In accordance with the agreement made between all grain exchanges, trading in wheat for July delivery will start here Mar. 28.

New members of the Board of Trade are Oscar D. Christensen, W. L. Hatch, Arthur E. Whitney, H. S. Haskins and A. C. Brown and A. C. Robinson.

Frank Price, a former member of the Board of Trade, died Mar. 23 of heart disease at the age of 73. He came to Chicago when he was 18 years old and had called it "home" ever since. He is survived by 2 sons.

Roy Mowbray, of Chicago and Creston, Ill., was found dead in a gas-filled room in this city Mar. 24. It is, however, believed that his death was accidental. He is survived by his widow and was a member of the Board of Trade.

A huge plaster statue of an elephant adorning one of the upper balconies of the Rookery Building, fell from its place and crashing thru the skylight, narrowly missed a number of prominent grain men in the rotunda near the doorway to the office of S. B. Chapin & Co.

James B. Carter, of Z. Carter & Bro., died Mar. 24, after a lingering illness of 8 months' duration. He had been a member of the Board of Trade for 40 years, entering the grain business in 1877 with his brother Zina R. Carter. He is survived by his wife and three married daughters.

Hon. George C. Gale, chairman of the revenue constitutional convention and the best informed man in Illinois on taxation, says that unless prompt action is taken by the taxpayers of Illinois their taxes for 1921 will amount to the enormous figure of \$9.75 on each \$100 of valuation—almost 10 per cent for taxes and practically 50 per cent increase over the rate of 1920.

Fred Uhlmann, vice-pres. and sec'y of the J. Rosenbaum Grain Co., will retire from business after 41 years of active trading, 33 of which have been with the present company. He has sold his stock to the Rosenbaum brothers. He will take a long vacation in Europe. His son, Richard, recently admitted to membership in the Board of Trade, is connected with Jackson Bros. & Co.

Walter N. Jacobs, member of the Board of Trade, was charged before United States Commissioner Mason Mar. 23, with evasion of payment of \$25,000 documentary stamp taxes. A warrant for his arrest was asked by Collector of Internal Revenue Harry W. Mager. Jacobs is said to have failed to file proper returns on grain bought and sold during January and February this year. He left on Mar. 15, for a trip to Europe. Mr. Mager said he expects to ask warrants for other brokers soon.

Commission rates were put back on the bushel basis by a vote of 390 to 48 Mar. 21. Several years ago, when prices were low, the rates were 1 cent per bushel on wheat and ½ cent per bushel on corn. After the war began the rate was changed to 1 per cent of the value, on account of the heavier expense of doing business. On shipments made after Mar. 21 the new rates will be a minimum of 1½ cents per bushel on wheat and rye, 1 cent on corn, ¾ cent on oats, and 1 cent on barley for handling cash grain in car lots.

The following amendment to the present rules of the Chicago Board of Trade regarding grades of barley deliverable on contracts, by adding the following: "Provided also that No. 1 and No. 2 Bay Brewing Barley and No. 1 and No. 2 Chevalier Barley be deliverable on contracts, that No. 3 Bay Brewing Barley and No. 3 Chevalier Barley be deliverable on contracts at a discount of five cents a bushel, and that No. 3 Bay Brewing Mixed Barley and No. 3 Chevalier Mixed Barley be deliverable at a discount of seven cents per bushel under contract price, has been posted for ballot.

Howard B. Jackson, of Jackson Bros. & Co was struck by a taxicab near the Board of Trade Building, Mar 12 and seriously injured. He sustained a skull fracture and he was badly cut and bruised. However his condition is reported favorable and it is believed that he is gaining and will soon be out of danger. Mr. Jackson was one of the Vice-presidents of the U. S. Grain Corporation and since the corporation dissolved has been official representative of Herbert A. Hoover here. He has been a member of the Board of Trade since 1878 and his many friends and associates are anxiously awaiting his recovery.

The Board of Trade Com'te of the Algonquin Camp Fund met Mar 18 and made arrangements to keep the camp open the coming summer. It is situated in the beautiful Fox River Valley at Algonquin and is primarily a vacation retreat for the poor children and tired mothers of the tenement districts. The camp was originated under the auspices of the Board of Trade in 1908 and cares for many thousand children and mothers during the summer, free of charge. This year a new fence will be built around the camp which occupies 12 acres and the buildings repaired. Frank Kimball is chairman and Henry C. Avery, sec'y of the com'te.

INDIANA

Worthington, Ind.—The Farmers Associated Elvtrs. Co. has succeeded the Hays Milling & Grain Co.

Fowler, Ind.—A. F. Johnson is mgr. of the Fowler Grain Dealers, successor to Fowler Grain Co.

Windfall, Ind.—Ira A. Kidwell has succeeded J. H. Timble as mgr. for the Farmers Grain & Supply Co.

Thorntown, Ind.—Mail addressed to R. S. Stahl, who recently sold his elvtr. here, has been returned marked "removed."

Brooklyn, Ind.—We are the only grain dealers here.—Hughes Lumber & Grain Co. (This station is not listed in the new Indiana List.)

Huntington, Ind.—The elvtr. of Winebrenner & Son is still closed. The firm went into the hands of the receivers several years ago.

Waldron, Ind.—Otto Wagoner is operating at this station. His name does not appear in the new list of Indiana dealers but should be included.

Converse, Ind.—Knox & Boyd have dissolved partnership by mutual consent and the business will be continued by J. W. Knox who bot out H. G. Boyd.

King (Princeton P. o.), Ind.—The Welborn Grain Co. now operates at this station and not the Melrose Milling Co. as given in the recently issued Indiana list.

La Fayette, Ind.—We are still in the grain business here.—Born & Co. (This company is not listed among the dealers at this station in the new Indiana list.)

Sheridan, Ind.—The Farmers Co-op. Co. has let contract to Fred R. Childers for the remodeling of its elvtr. and the installation of a 20-ton Fairbanks Truck Scale.

Hanna, Ind.—The recently organized Farmers Equity Exchange will build an elvtr. here to be operated in conjunction with the house recently bot at Union Center.

Cynthiana, Ind.—S. C. Newman and J. O. Smith have organized the firm of Newman & Smith and will operate the elvtr. formerly operated by Mr. Newman alone.

Hatfield, Ind.—Mail addressed to A. Waller & Co. at this office has been returned marked "Unknown at this office." It is, however, listed at this point in the recently issued Indiana List.

Rushville, Ind.—Milton Churchill, well known to the grain trade in this vicinity, died recently at Pasadena, Cal., at the age of 78. He is survived by his wife and 2 daughters. Burial was in this city.—C.

Royal Center, Ind.—The Farmers Elvtr. Co. is without a mgr. as O. M. Thomas has resigned.

Portland, Ind.—W. E. Rooker, formerly mgr. for the Red Key Equity Exchange at Red Key, and later for the Huntington Equity Exchange at Huntington is now mgr. for the Portland Equity Exchange Co.

Southport, Ind.—The Farmers Co-op. Co. has let contract to Fred R. Childers for a 15,000-bu. fireproof tile and concrete elvtr. equipped with 2 stands of legs, grinders, truck dump and Richardson Automatic Scale.

Cartersburg, Ind.—We handle some grain here but competition is strong and we do not handle a great deal.—Martin Bros. (The Indiana List recently issued does not list them as grain dealers at this point.)

Evansville, Ind.—Julius O. Artes, who for many years was mgr. of the Union Elvtr. here, and who has been a member of the Evansville city council for the past 8 years, is expected to seek a re-nomination in the May primaries, that will be held on the first Tuesday in May.—C.

New Ross, Ind.—The new elvtr. of the New Ross Grain Co. will be 32x36x78 ft. with a capacity of 15,000 bus. divided into 11 bins. It will be of wood and ironclad. The equipment will include a Western Cleaner and Sheller, 2 stands of legs, automatic scale and dump, grinder and all other up-to-date machinery. Fred R. Childers has the contract.

Shipsheana, Ind.—The new elvtr. of Wolf & Bevington has a capacity of 15,000 bus. and is of tile and concrete construction. The equipment includes an Invincible Grain Cleaner, 2 stands of elvtrs., hopper, scale, Western Sheller, 15-ton Fairbanks Truck Scale, 4 motors and Western Transmission Machinery. Fred R. Childers built the house.

Petersburg, Ind.—The elvtr. of the Whitelock Milling Co. containing 2,000 bus. of wheat burned at 12 noon, Mar. 17 with a loss of \$12,500 partially covered by insurance. The elvtr. was iron clad and the fire practically destroyed all of the machinery. It is believed that a spark from a passing engine started the fire which was first discovered on the roof.—C.

Oaktown, Ind.—The recently incorporated Oaktown Grain Co. is not in any way connected with the Oaktown Elvtr. Co. or with J. B. Sartor. We have bot the Rush Bond Elvtr. and are remodeling it, also building 3 concrete tanks 24 ft. in diameter and 51 ft. high. The elvtr. when completed will be modern in every respect and will have a total capacity of 100,000 bus. It will be ready for the new wheat. The Reliance Constr. Co. drew the plans. The contract has been let and work will be rushed. A 75 h.p. steam engine will be included in the equipment. I am pres. and mgr.—Roy Cladfelder.

INDIANAPOLIS LETTER.

The Goldberg Grain Co. is out of business at this market.

The Urmston Grain Co. recently installed a Scientific Motor Driven Attrition Mill and repaired its main elvtr. Fred R. Childers did the work.

The Indianapolis Hay & Grain Co. has been suspended from membership in the National Hay Ass'n for refusal to abide by the arbitration and investigation rules of the ass'n.

The Hoosier Grain Co. is out of business here. J. M. Brafford is continuing the option business and operates the wire of E. W. Wagner & Co. but does no cash grain business.

The Steele Senate Bill, giving to certain public utilities the right of eminent domain on approval of the Public Service Commission, has been passed by the state assembly. The bill, which defines elvtrs. and warehouses as public utilities, provides that to enable the utility properly to perform its functions it may condemn and appropriate lands of individuals or private corporations for the purpose of erecting buildings, etc. It also provides that such condemnation shall not extend to city blocks in which more than half of the area is occupied by residences. No public utility is authorized to begin condemnation proceedings without first obtaining a declaration of necessity from the Public Service Commission after public hearing.

IOWA

Pisgah, Ia.—The Farmers Elvtr. Co. has painted its elvtr.

Sutherland, Ia.—R. J. Moorhead & Co. have bot the old Metcalf & Cannon Elvtr., owned by the Farmers Grain & Supply Co., paying \$11,500.

Middletown, Ia.—Walter Moehn is now mgr. for the Co-op. Elvtr. Co.

Walker, Ia.—J. P. Zempfer is no longer mgr. for the Farmers Elvtr. Co.

Dennison, Ia.—John Elisen, formerly 2d man, is now mgr. for the Farmers Union Exchange.

Manson, Ia.—The Farmers Co-op. Elvtr. & Grain Co. has added feeds as a side line. Ira J. Miller is mgr.

Roland, Ia.—I sold my elvtr. to O. M. Aneson and will give possession May 1.—J. B. Maricle, mgr. Roland Grain Co.

Toledo, Ia.—C. A. Head is now ass't mgr. for the Farmers Elvtr. Co., succeeding Chas. Townsend, who recently resigned.

Boone, Ia.—E. W. Ray has succeeded his father, W. J. Ray, who died recently, as mgr. for C. H. Thayer & Co., Chicago.

Charter Oak, Ia.—Francis Forbes, formerly ass't mgr. for the Farmers Grain & Lbr. Co. at Mapleton is now mgr. for the Stewart Lbr. Co. here.

Arion, Ia.—The elvtr. of the Arion Elvtr. Co. has been closed for the last 4 years. The Nye-Schneider-Fowler Co. is the only operator here now.

Mapleton, Ia.—Francis Forbes, 2d man for the Farmers Grain & Lbr. Co., has resigned and will be mgr. for the Stewart Lbr. Co. at Charter Oak.

Glidden, Ia.—The old elvtr. of the Farmers Elvtr. Co. was sold for old lumber at public sale Mar. 12. The company is now operating the new house.

Gilman, Ia.—H. E. Jenk, formerly mgr. for the Farmers Elvtr. Co. at Laurel is now mgr. for the Farmers Elvtr. Co. here.—O. K. Morrison, successor at Laurel.

Clarion, Ia.—Wiert Johnson has severed his connection with the Farmers Elvtr. Co. and will retire from the grain trade for the present. He will move to Kanawha.

Le Mars, Ia.—The Farmers Elvtr. Co-op. Co. has amended its by-laws in reference to the selling or transferring stock in the company by any of the stockholders.

Knoxville, Ia.—The Farmers Elvtr. Co. has secured a site on the C. B. & Q. Ry. for an elvtr., coal sheds, etc. An office will be built at once and scales installed.

Anita, Ia.—Fred C. Chinn succeeded me as mgr. for the Farmers Co-op. Elvtr. Co. here and I am at present on the road for the Midland Coal Co. of Omaha, Neb.—Geo. A. Shike.

Hamburg, Ia.—The Sullivan-McBride Seed & Grain Co. succeeded Noble & McBride here when F. J. Sullivan recently bot out the interests of Horace Noble in the elvtr. of the company.

Rock Rapids, Ia.—The Davenport Elvtr. Co. has recovered judgment against John F. Halloran for \$1,037.20 for failure to deliver corn and oats on contract after the market price had advanced.

Lost Nation, Ia.—The new 30,000-bu. elvtr. of the Farmers Co-op. Co. has been completed by the Burrel Engineering & Construction Co., who had the contract. It is an up-to-date elvtr. in both plan and equipment.

Clear Lake, Ia.—Farmers have organized an elvtr. company with a capital stock of \$25,000 and will, unless plans are changed, build an elvtr. and warehouse for this year's crop. Fred Hill is sec'y of the new organization.

Massena, Ia.—The elvtr. of Johnston Moorhouse & Co., burned last year has never been rebuilt. We have bot the mill and will operate it as the Massena Mill Co. The firm of Johnston Moorhouse & Co. is out of business. —Massena Mill Co.

Laurel, Ia.—I am now mgr. for the Farmers Elvtr. Co. here. H. E. Jenk, formerly mgr. is now mgr. for the Farmers Elvtr. Co. at Gilman.—O. K. Morrison, mgr. (Mr. Morrison was formerly mgr. of the Farmers Grain & Lumber Co. at South English).

Cedar Rapids, Ia.—I have opened a grain and feed commission and brokerage office in the Waterhouse Building here. Will operate as the Shippers Marketing Co.—Zigmund A. Salit, formerly in the feed selling business for the Quaker Oats Co. at Madison, Wis.

The date for the annual convention of the Western Grain Dealers Ass'n to be held at Cedar Rapids has been definitely fixed for April 20-21-22. The headquarters for the convention will be the Hotel Montrose. Program has not yet been arranged.—Geo. A. Wells, sec'y.

Blairstown, Ia.—The Blairstown Grain Co. has repainted and decorated its office. Mgr. Retter is proud of his new quarters.

Des Moines, Ia.—A bill providing for a state-wide system of grain warehouses was passed by the Iowa house of representatives Mar. 19, by a unanimous vote. It was backed by the Iowa Farm Bureau Federation and was introduced by Representative W. C. Edson. From start to finish it had no opposition.

Clearfield, Ia.—Timely discovery of a blaze in the Garver Elvtr. owned by M. M. Jackson, Mar. 11, saved it from destruction. The fire started in the cob pile but was extinguished quickly, the only damage being scorched walls. A few hours later a second blaze broke out but this was also put out without loss. Two days before the fire thieves entered the elvtr. office but nothing of value was carried away.

Atlantic, Ia.—Gregory H. Bunton, who was prominent in the grain trade here from 1910 to 1917, died at his home in West Plains, Mo., Mar. 2, at the age of 68. Death was due to complications resulting in heart trouble. Mr. Bunton first entered the grain business at Laurens and later came to this city where he had offices in the Farmers Savings Bank Building. He then operated a number of elvtrs. in this vicinity. His son, O. W. Bunton, and his son-in-law, Jay Nichols, were interested in the business also. He has not been active in business since he moved to West Plains in the hope of bettering his health. He is survived by his wife, one son, O. W. Bunton, and 4 daughters.

KANSAS

Longford, Kan.—The E. D. Runalls Grain Co. plans to build a 25-bbl. mill.

Friend, Kan.—The elvtr. of the Morton Grain Co. was recently damaged by wind.

Yates Center, Kan.—The Trusler Grain Co. of Emporia has opened an office here.

Oak Hill, Kan.—The Farmers Co-op Merc. Ass'n will install a car loader. S. R. Hutcheson is mgr.

Satanta, Kan.—We have sold our elvtr. here to Geo. Gano of Hutchinson.—Young & Collingwood, Pretty Prairie.

Victoria, Kan.—The Co-op. Elvtr. Co. incorporated for \$25,000 by F. N. Thelen, J. Wellbrook and A. P. Brungard.

Miltonvale, Kan.—The Miltonvale Roller Mills which has been closed for some time will begin operations again this month.

Salina, Kan.—M. R. Hindman, formerly with the Shellabarger Mill & Elvtr. Co., is now with the Hadley Milling Co. of Olathe.

Long Island, Kan.—The Farmers Union Co-op. Ass'n is planning to install a new car loading spout. O. W. Hoppes is mgr.

Urbana, Kan.—Geo. W. Chickeydoz has been succeeded as mgr. for the Farmers Co-op. Business Ass'n by Arthur A. Williams.

Moscow, Kan.—I. N. Shriver, of Coats, expects to build an elvtr. here very soon.—R. A. Ely, agt. for the Security Elvtr. Co.

Cunningham, Kan.—The Farmers State Bank acquired the elvtr. of the Farmers Grain & Elvtr. Co. which was sold for mortgages lately.

Brown Spur, Kan.—Wm. Snell, vice-pres. of the Farmers Grain & Merc. Co., has succeeded Albert Wooldridge as sec'y and mgr. for the company.

Galena, Kan.—Paul J. Ruedi, of Aldrich, Mo., has bot the elvtr. and business of the Galena Mill & Elvtr. Co. which has been operated of late by Henry Schurich.

Arkansas City, Kan.—Geo. Probst, of the Probst Elvtr. Co., has sold his interest in the 8 elvtrs. of the company to his brother, John, who will continue the business.

Manchester, Kan.—The Manchester Grain Co. will build a new 20,000-bu. concrete elvtr. to replace the present house, if plans now made prove satisfactory to stockholders.

Beaver, Kan.—The Beaver Grain & Supply Co. recently bot the elvtr. of the Farmers Co-op. Union and will handle grain, hardware and farm implements.—K. R. Mohn, mgr.

Victoria, Kan.—The Farmers Union has let contract to A. F. Roberts for a new 30,000-bu. elvtr. and a large warehouse. The machinery will consist of a large cleaner, automatic dump, automatic scale, auto truck scale, Hall Distributor, manlift, sacking elevator, grinder, etc. The building is studded and iron clad with asbestos roofs. Work on the excavation is now started.

Courtland, Kan.—Ed Rosenquist, mgr. for the Farmers Union Grain & Supply Co. is suffering from a severe attack of rheumatism and it will be quite a while before he can get to work again.

Harper, Kan.—The elvtr. of the W. L. Williams Grain Co. was purchased by us and not by M. Pratt as reported. Our company has lately been organized at Enid, Okla.—Roy O. Pratt, Pratt-Leslie Grain Co.

Solomon, Kan.—The Farmers Union Elvtr. Co. has let contract to A. F. Roberts for a 35,000-bu. elvtr. equipped with an automatic dump, scale, auto truck, cleaner, Hall Distributor, etc. Actual construction will be started in a few days.

Salina, Kan.—The Mid West Terminal Elvtr. Agency has been formed with a capital of \$1,000,000, headquarters to be in Kansas City, Mo. Branches will be in this city, Hutchinson and Wichita where memberships in the exchanges will be bot.

Caldwell, Kan.—I am now elvtr. man at one of the mills of the Consolidated Flour Mills Co. here. I do part of the elvtr. work and oversee the rest. During the rush season I help the mgr. with the grain buying.—Geo. Harper, formerly with same company at Udall.

Udall, Kan.—We have bot the elvtr. of the Consolidated Flour Mills Co. here and have installed a new cleaner. We will increase the capacity of the house in the near future, probably doubling our present handling facilities.—W. M. Gadis, mgr. Farmers Union Co-op. Ass'n.

Alida, Kan.—I am going to build a 11,000-bu. iron-clad elvtr. and go into the grain business myself. We have been very short of storage here and think that we can handle the trade better with two elvtrs. I was mgr. for the Farmers Elvtr. Co. for the last 3 years.—Wm. Bauer.

Galva, Kan.—The Galva Milling Co. has completed its new 50-bbl. mill and warehouse. The company has been operating an elvtr. for some time and will continue the grain business in conjunction with the milling business. The mill and warehouse are of wood, iron clad and a new office is of stucco. The plant is operated by electricity.

Buffalo, Kan.—We bot the elvtr. of the Woodson County Grain Co. here and are operating it. We took possession Jan. 1 and since then have installed a Western Pitless Shelter, Gyrtating Cleaner, Bowsher Feed Grinder, a large engine in the basement and an electric motor in the head house which gives us ample power for all machinery. Stockholders of the company are W. A. Peters, E. L. Folmer, D. N. Johnson and myself.—F. J. Dumond, mgr. Buffalo Grain Co.

TOPEKA LETTER.

The re-appointment of J. S. Hart as chief of the Kansas State Grain Inspection Department for two more years has been confirmed by Gov. Allen.

The anti-futures bills of Senators Green and Frizzell have both been killed in the com'tes and will not bother the grain trade at least for another year.

Young Smiley, son of the veteran sec'y of the Kansas Grain Dealers Ass'n and treas. of the Topeka Board of Trade, E. J. Smiley, has filed a government claim near Casper, Wyo., and recently entertained "Dad" for a few days.

The Culp Grain Warehousing Bill is the only bill passed by the present legislature that has a direct bearing on the grain trade. The bill provides for the making of every country elvtr. a public warehouse upon application to the State Inspection Department, but is not a compulsory measure.

Topeka, Kan.—We will not complete the organization of a Board of Trade weighing dept., as the warehouse bill passed by the present legislature prohibits any one but a state weighmaster giving an "official" certificate. Chief Grain Inspector Hart has given us several more weighmasters to take care of our business and the need of the department is not so pressing.—C. L. Parker, sec'y, Board of Trade.

"EXCEPTIONAL SERVICE"

Jones-Hettelsater Const. Co.
Designers and Builders of
GRAIN ELEVATORS and FLOUR MILLS
706 Mutual Bldg., Kansas City, Mo.

LOUISIANA

Jennings, La.—Philip Miller has built a large rice elvtr. here and added new warehouses. He will handle oats, corn, seed and fertilizer. The plant has a total capacity of 160,000 bus.—H.

Morse, La.—The Farmers Rice & Feed Co. is now handling all kinds of fertilizer, grain and feed. The company has capacity for 200,000 bus. of rice and other grains. L. Tibedeaux is pres.—H.

Kaplain, La.—J. P. Saint has built a new warehouse and mill, costing \$10,000, for the manufacture of "RiceOla," a new breakfast food manufactured by himself and his wife from rice grits.—H.

Crowley, La.—The Federal Rice Co. has built a new warehouse and elvtr. with a capacity of over 300,000 bus. of rice. A large rice mill is operated in connection with these buildings. A. Satiatacha is pres.—H.

Midland, La.—W. M. Hoyt is planning to build a 350-bbl. rice mill in connection with his grain elvtr. here. He will install the latest rice machinery obtainable. The plant is to be completed in time for this year's crop. He will also operate a feed mill.—H.

MARYLAND

Easton, Md.—More than 4,000 bus. of wheat was destroyed in the fire of the Easton Milling Co., Feb. 19, but the corn in the elvtr. was not damaged. The plant will be rebuilt and the business continued.

BALTIMORE LETTER.

The annual auction of the grain sample tables on the floor of the Chamber of Commerce will be held Apr. 4, when members of the board will bid for desirable locations.

Edward E. Reindollar, for many years a member of the Chamber of Commerce, died suddenly here Mar. 10. He was head of the Reindollar Co., grain dealers and millers, with a plant at Taneytown.

Albert Langville, who was employed in the grain inspection department of the Chamber of Commerce, died Mar. 9 of "sleeping sickness." He was unconscious for about a week. He had served in France and when he received his discharge from the army came back to the exchange to work.

Many members of the Chamber of Commerce stopped for a moment as they entered the trading floor of the exchange last week and wondered what made the place look so different. The fact was the old pit that has stood on the floor for years had been removed. The pit has been used very little in late years and as its raised platform obstructed the view of the new blackboards it was taken down.

MICHIGAN

Midland, Mich.—The Midland Co-op. Ass'n has sold its elvtr. to the Midland County Farm Bureau.

Mason, Mich.—We have not completed the organization of our elvtr. company as yet.—Ingham County Farm Bureau.

Henderson, Mich.—The Henderson Co-op. Elvtr. Co. will improve its elvtr. and install a carloader, etc., in the early summer.

Port Huron, Mich.—The Port Huron Grain Co. has succeeded the Chamberlain-Holmes-Jeffords Co., the change being in name only.

Birch Run, Mich.—Chas. Wolohan has let contract to Fred R. Childers for a new feed plant to be equipped with a feed grinder and other necessary machinery.

Custer, Mich.—L. J. Jebavy, of Ludington, is interested in a movement to erect a grist mill and an elvtr. here. Business men are willing to supply a third of the capital needed.

Twining, Mich.—An explosion of gasoline in the engine room of the elvtr. of the Twining Elvtr. Co., a branch of the Kimball-Martindale Co. of Bay City, started a fire which destroyed the building. The loss is estimated at \$25,000 and is partly covered by insurance.

Decker, Mich.—The Cass City Grain Co. has completed its 15,000-bu. wooden elvtr. built by Fred R. Childers. Besides the elvtr. there is a 30x50 ft. wareroom, 12x30 ft. grinding room, and a 22x30 ft. engine room, the latter equipped with a 25-h.p. Fairbanks Type Y Oil Engine. Other equipment includes a Ferrell Bean Cleaner, Monitor Grain Cleaner, 6 stands of elvtrs., and a feed grinder.

Salem, Mich.—Farmers are organizing to buy the local elvtr.

Orleans, Mich.—The elvtr. of M. L. Stout, which burned at 3 p. m., Feb. 25, was a new house and was equipped with the latest style of machinery. The cause of the fire is a mystery but the general belief is that there was a dust explosion. The fire was discovered at once but in spite of all efforts burned so rapidly that the new elvtr. with its contents was a complete wreck in less than half an hour. The loss was \$15,000.

MINNESOTA

Lockhart, Minn.—The Farmers Co-op Elvtr. Ass'n has been organized.

Duluth, Minn.—Simons, Day & Co. are now corporate members of the Board of Trade.

Westport, Minn.—There is no milling company at this point at all.—John Hines, agt. E. L. Smith.

London, Minn.—The Farmers Elvtr. Co. has been organized and will begin operations at an early date.

Duluth, Minn.—R. M. Sellwood has applied for membership in the Board of Trade on transfer from E. J. Wenzel.

Eden Valley, Minn.—The elvtr. of Wm. Albrecht, containing 8,000 bus. of wheat, burned, Mar. 8, with a loss of \$12,000.

Sleepy Eye, Minn.—The Farmers Elvtr. Co., incorporated for \$100,000 by H. F. Dohrmann, pres., H. S. Remberg, sec'y and others.

Butterfield, Minn.—The Butterfield Co-op. Farmers Elvtr. Co. has succeeded the Farmers Elvtr. Co. and the latter company will be dissolved.

Cobden, Minn.—The Cobden Farm Products Co. incorporated for \$10,000 by J. P. E. Bertrand, H. H. Schultz and others, to operate grain elvtrs, mills, etc.

Plato, Minn.—The Farmers Elvtr. Co. incorporated for \$15,000 by W. C. Studemann, Wm. Martin and others. It recently bot the elvtr. formerly operated by the Miller Grain Co.

Altura, Minn.—I have severed my connection with the Kimmel Grain Co. here and am now mgr. for the Green Grove Farmers Produce Co. at Atwood (Owen p. o.), Wis.—Eph. Ohmen.

Green Valley, Minn.—The office building just across the driveway from the elvtr. of the Atlas Elvtr. Co. burned recently but altho the elvtr. caught fire several times it was saved by the efficient work of Mgr. A. S. Mongeau.

Madella, Minn.—The C. S. Christensen Co., reported in financial difficulties about the first of the year, has been re-incorporated for \$300,000 by C. S. Christensen, Sr., Pres.; Harry Hillsheim, vice-pres.; E. N. Almquist, sec'y; and C. S. Christensen, Jr., treas. The company recently leased 7 of its elvtrs. to the Hubbard & Palmer Co.

MINNEAPOLIS LETTER.

Frank A. Miller has bot a membership in the Chamber of Commerce.

C. S. Sheffield, formerly with the Globe Grain & Milling Co. at Ogden, Utah, and previous to that with the Twin City Trading Co. of this city, is again making Minneapolis his home.

The Wernli-Anderson Co. is liquidating its business on account of the long illness of C. E. Anderson, who will retire from the firm. Mr. Wernli will operate the business under his own name in future.

R. S. Stephens, formerly with C. E. Lewis & Co., has succeeded Oscar Christensen as mgr. of the private wire office of the Armour Grain Co. Mr. Christensen will go to Chicago where he will be connected with a well known grain firm.

O. D. Christensen, formerly mgr. for the private wire office of the Armour Grain Co. here, was tendered a farewell banquet, Mar. 12, by members and associates on the exchange. He is now with F. S. Lewis & Co., Chicago. R. S. Stephens succeeds him here.

Suit has been brot against the Equity Co-op. Exchange of St. Paul by Mrs. Amelia Hubbard, widow of Gen. L. F. Hubbard, a member of the Loftus-Hubbard Co., asking for an accounting from the exchange in reference to funds said to have been transferred from the company named to the exchange and also a statement of the profits which have since accrued. Mrs. Hubbard desires to recover money which she alleges was lent to the predecessor of the exchange by the General prior to his death. The amount involved is \$6,300.

The latest price on memberships in the Chamber of Commerce is \$5,000, an increase of \$700 from the previous sale.

At the recent monthly dinner of the Minneapolis Grain Shippers Ass'n the speaker of the evening was S. J. McCaul, whose address was "Opportunities in the Grain Business."

Hiram Rogers Lyon, pres. of the Occident Elvtr. Co., died Mar. 12, at his winter home in Pasadena, Cal. Mr. Lyon was at one time vitally interested in the grain trade but in later years, while retaining his grain and milling interests, gave his active attention to his banking concerns. He was chairman of the Directors of the Midland National Bank, vice-pres. of the Russell Miller Milling Co., vice-pres. of the Electric Steel Elvtr. Co., pres. of the Northland Securities Co., the 1st National Bank of Mandan, N. D., and 7 other country banks; and of the Mandan Electric Co. He was 63 years old and is survived by his wife and a daughter. The body will be brot to Minnesota for burial.

Chas. R. Tubbs, well known to the grain trade at this market and a prominent member of the Chamber of Commerce, died Mar. 11 of pneumonia. Mr. Tubbs had been in ill health for the last year but his death was unexpected. Mr. Tubbs began in the grain business as an agt. for the Cargill Elvtr. Co. at Alden, Minn. Later on he was mgr. for the Minneapolis Northern Elvtr. Co. at a number of different stations. He then came to Minneapolis and was connected with the Banner Grain Co. He was considered an expert in buying wheat for country mills. About 2 years ago he was struck by a street car and seriously injured and had not enjoyed good health since the accident. He was a well known checker player and will be greatly missed by his legion of friends and associates. Burial was at Whitehall, Wis.

ST. PAUL LETTER.

The grain and warehouse com'te of the house again deferred action on the grain dockage bill, designed to return the dockage to the farmers or give them its value.

Senator Anderson has introduced a bill permitting the use of railroad right of ways for public warehouses. It has been referred to the Railroad com'te and is known as S. F. 706.

Co-operative Ass'ns may obtain membership in the Minneapolis Chamber of Commerce, the Duluth Board of Trade, and the St. Paul Live Stock Exchange under the measure signed Mar. 18 by Gov. Preus.

The governor of Minnesota signed the bill prohibiting dealing in grain futures except legitimate hedging, Mar. 18. The bill becomes effective Aug. 1 next. The full text of the bill is given elsewhere in the Journal.

C. M. Bendixen, chairman of the Grain and warehouse com'tes of the house has introduced a bill which makes warehouse receipts for grain, negotiable. The house market Com'te and the senate agricultural com'te have approved the bill.

Senator Sageng has presented a joint resolution memorializing the Sec'y of Agriculture to make certain changes in federal grain standards and authorizing the appointment of a joint interim com'te to present the request for such changes before the U. S. Department of Agriculture. It is known as S. F. 777.

Under the terms of a bill recommended for passage, Mar. 10, by the house com'te on grain and warehouses, county elvtrs. must file bonds of \$1,000 or more to insure patrons against losses. The measure was introduced by Representative Jim Perry. The railroad and warehouse com'te will fix the amounts of bonds to be required.

A state weed inspector, with authority to appoint district deputies, is anticipated, after action of the senate appropriations committee allowing \$15,000 for this department. Failure to obey order of the inspector to eradicate weeds is made a misdemeanor, and the weeds may be cut at public expense, and costs be assessed on the property with a \$10 penalty.

MISSOURI

Anglum, Mo.—The Anglum Co-op. Elvtr. Ass'n has bot a site and will build an elvtr.

Holliday, Mo.—The Farmers Elvtr. Co. is being organized and will have a capital stock of \$20,000.

Chillicothe, Mo.—May 1 the recently organized Farmers Produce & Grain Co. will begin operations.

Windsor, Mo.—The Farmers Elvtr. Co. will use a building it is now remodeling for a feed warehouse.

Pleasant, Green, Mo.—C. H. Shupp is no longer mgr. for the Farmers Elvtr. Co. here, having resigned.

Mt. Vernon, Mo.—The Farmers Club has leased an elvtr. here and is operating it with O. Hoshaw as mgr.

Madison, Mo.—W. G. Moberly is in charge of the Farmers Elvtr. & Exchange Co. which is perfecting its organization here.

Farmington, Mo.—The Reuter Milling Co. has moved its elvtr. from this city to Flat River, Mo.—Farmington Milling Co.

St. Louis, Mo.—The directors of the Merchants Exchange have authorized trading in wheat for July delivery beginning March 28.

Forest Green, Mo.—The Farmers Elvtr. Co. will improve its elvtr.—Wm. Heiman, mgr. Farmers Co-op. Co., Shannondale (Salisbury p. o.).

Buffalo, Mo.—I have no elvtr., only granaries.—James A. Banner. (It was reported some time ago that Mr. Banner would build a concrete elvtr. here.)

Chesterfield, Mo.—The Chesterfield Co-op. Producers Ass'n has been organized with a capital stock of \$50,000 to build warehouses here and at Gumbo.

Salisbury, Mo.—The Farmers Elvtr. Co. will probably make improvements in its elvtr.—Wm. Heiman, mgr. Farmers Co-op. Co., Shannondale (Salisbury p. o.).

Cabool, Mo.—The Farmers Mill & Elvtr. Co. has been reorganized and new stockholders are taking hold of the business. The elvtr. will be put into operation at an early date.

Carrollton, Mo.—The R. V. Seward Grain Co. has repaired and improved its elvtr., enlarging the cupola and the capacity of the house in general. New equipment is also being added.

Lathrop, Mo.—I did not buy the elvtr. from the J. A. Sellers Grain Co.; they were using my elvtr. The house has a capacity of 30,000 bus. and is on the C. B. & Q. and C. R. I. & P. R. R.—Frank Guyton, per L. C. M.

Kearney, Mo.—The Kearney Grain & Supply Co. incorporated recently and will operate here with P. W. McConnel as mgr. The P. W. McConnel Grain Co. has discontinued business. A new warehouse will be built.

Forker (Boomer p. o.), Mo.—Huffman & Welch do not buy grain here at present. Hopper & Smart and our company are the only legitimate grain dealers here. We are talking of building a new elvtr.—Sumner & Forker Grain Co.

Corning, Mo.—The old elvtr. formerly operated by F. W. Walter is standing idle and has not done any business since the Farmers Grain Co. was organized in 1916 and erected a new building.—J. D. Ahrens, mgr. Farmers Grain Co.

Ozark, Mo.—The mill and elvtr. of the Ozark Water Mills burned at 10:25 p. m., Mar. 17. The elvtr. contained 8,000 bus. of grain. J. A. Tindale states loss is partially covered by insurance. The fire started in the building and had gained headway before discovered.

Polo, Mo.—The Polo Elvtr. Co. organized last December is now in operation with temporary headquarters in the Ingle & Powell Building, until its new warehouse and elvtr. are completed. R. H. McCollough is mgr. The new elvtr. will have 15,000 bus. capacity with a warehouse 22 x 80 ft.

JEFFERSON CITY LETTER.

The bill to force grain exchanges to admit co-operative farmers' organizations to membership, passed the Missouri house Mar. 17 with the senate amendments and other technicalities added. It is up to Governor Hyde for signature. There is slight chance that he will veto it. If signed by the governor it will become a law within 90 days.

Senator Proctor of Kansas City is of the opinion that the passing of the grain marketing bill, which he considers a drastic farm measure to compel the Merchants and other grain exchanges of the state to admit to membership representatives of farm organizations, is a scheme to drive grain exchanges out of the state. He declares that Missouri farmers are heading in the same direction as the North Dakota farmers who he thinks brot ruin to the state. Several well posted legislators believe the bill unconstitutional altho it has passed both branches of the legislatures.

Henry J. Dulle, pres. of the Dulle Milling Co. and one of the best known grain and milling men of his time, died, Mar. 8, at the age of 73. He had been ill for the last year and a half. He is survived by 9 children.

The bill introduced in the Kansas legislature by J. S. Hart, providing for weighing and inspection of grain at country points and issuance of warehouse certificates for same passed and was signed Mar. 21 by Governor Allen. It will probably become effective about April 1.

The bill to consolidate all the agricultural departments of the state has passed both branches of the legislature. One of the largest departments in the merger is the warehouse and grain inspection bureau now under James T. Bradshaw. Opponents of the bill declared it was designed to force Mr. Bradshaw, who is a Democrat, out of office. Grain interests fear that the action will lower the efficiency of the grain inspection department, tho they made no effort to have the bill defeated.

KANSAS CITY LETTER.

The rate of interest on advances for March has been fixed at 7%.

Wm. J. McNeil has been admitted to membership in the Board of Trade.

The Chalfant Grain Co. has sold its membership and is out of business.—Addison Grain Co.

Tomorrow the Board of Trade will vote on an amendment to the rules of the exchange which will make a member liable to suspension or expulsion who continues to do business knowing himself or his firm to be insolvent.

Dan'l P. Aylsworth, father of A. R. Aylsworth of the Federal Grain Co. and C. F. Aylsworth of the Denton-Kuhn Grain Co., died Mar. 11 at his home in Los Angeles at the age of 72. Burial was at Kansas City. Geo. A. Aylsworth, pres. of the Aunt Jemima Mills Co. is another son.

The Hinds Grain Co., with offices in the Board of Trade building, went into voluntary bankruptcy today. S. P. Hinds and L. J. Woodhouse are partners in the firm. The difficulty was attributed to losses of about \$40,000 on defaulted feed sales, made by a man formerly connected with the firm on a joint account.

We are indebted to Sec'y E. D. Bigelow for the annual statistical report of the Board of Trade for 1920. It is a comprehensive statement of the stock of grain in store Jan. 1, receipts and shipments for the year, daily range of prices, annual production of all grains for the past 10 years and the names of officers and members.

The McCoy-Thomas Grain Co. has been formed by O. C. Thomas of Franklin, Neb., and M. McCoy, formerly with the Beyer Grain Co., which recently closed its office here. The new company will occupy the offices of the old one and will do a general grain commission business, specializing on consignments. Mr. Thomas, who will have charge of the office end of the business, has been engaged in the grain business at Franklin as an independent elvtr. operator for the last 4 years and prior to that was for 10 years in the business at Danbury, Neb. Mr. McCoy was with the Beyer Grain Co. since it was organized and will represent the company on the floor.

ST. JOSEPH LETTER.

Strandberg, McCreery & Co., of Kansas City, Mo., have opened an office at this market and will handle grain, cotton and stock on a broker-age basis.

Effective March 1st. the Claiborne Commission Co. took over the wire office which had been operated by Vanderslice-Lynds Co., in the Corby-Forsee Building. Wire commission service will be maintained, and it is probable that the new firm will handle cash business as well. C. B. Lightner, who was in charge for Vanderslice-Lynds, has been retained by the Claiborne Com. Co.—N. K. Thomas.

Considerable change has occurred in the location of offices of grain firms during the past week. The Marshall-Hall Grain Co. has moved from the Corby-Forsee Building to rooms formerly occupied by the Mid-West Grain Co. The St. Joseph Public Elvtr. Co. and the Barnes-Piazzek Co., Inc., have leased the rooms which were occupied by the Marshall-Hall Grain Co. The Penney-Yancey Grain Co. moved into the office which was vacated by the St. Joseph Public Elvtr. Co. and Barnes-Piazzek Co. Donahue-Stratton Co. are now occupying rooms on the 11th floor of the Corby-Forsee Building.—N. K. Thomas.

During the past week the Donahue-Stratton Co., has become actively engaged in the grain merchandising business of St. Joseph, specializing in corn. P. P. Donahue, pres. of the concern, is remaining in St. Joseph for the present. H. H. Hicks, elvtr. supt. has gotten the Elwood Elvtr. in good shape. It is located west of the Grand Island Bridge on the Kansas side of the river, and has been idle since last fall. It was formerly operated by the Mid-West Grain Co., and has been leased thru W. W. Simmons, trustee for the estate of the Mid-West Grain Co. Capacity is 400,000 bus. The entrance of Donahue-Stratton Co. here greatly enhances the buying power of the St. Joseph Grain Market and the firms now engaged in the merchandising business are easily capable of absorbing greater receipts than St. Joseph has enjoyed in the past.—N. K. Thomas.

MONTANA

Strater (Malta p. o.), Mont.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is now closed.

Calkins, Mont.—Our elvtr. at this station is closed.—Montana Elvtr. Co., J. R. Swift, mgr., Lewistown.

Ollie, Mont.—The Nelson & Wilson Co. failed and quit business about 2 years ago.—Agt., Occident Elvtr. Co.

Joliet, Mont.—The Farmers Co-op. Elvtr. Co. has been reorganized and A. M. Peterson is mgr. The company is now buying wheat.

Malta, Mont.—The elvtr. of the Imperial Elvtr. Co. is closed. The Farmers Co-op. Elvtr. Co. will rebuild its elvtr. which burned Nov. 21. Work will be started at once and the house is to be completed in 30 days. Wm. Newhouse is mgr.—B. P. Bushnell, agt., St. Anthony & Dakota Elvtr. Co.

Gildford, Mont.—Fire was discovered in the office of the International Elvtr. Co. recently but quick work with fire extinguishers saved the elvtr. Morgan O'Connell, mgr., had spent a part of the afternoon (Sunday) in the office working on the books. When thru he put them in the desk drawer and kicked it shut. The supposition is that a match in the bottom of the drawer was ignited when the books slid into place and that a blaze was started in the papers in the drawer which communicated to the rest of the office. The blaze burned a hole in the floor and one in the ceiling and scorched the walls. The desk was partially destroyed.

NEBRASKA

Fairfield, Neb.—Mail addressed to the Moritz Grain Co. has been returned "unclaimed."

Atlanta, Neb.—The Farmers Equity Exchange will probably install a new truck dump this spring.

Cozad, Neb.—The elvtr. of Wm. Adams is now operated under lease by Benjamin Carter of Kimball.

Lexington, Neb.—R. N. Hewson is temporary mgr. for the Farmers Elvtr. Co., J. M. Pullen, mgr., having resigned.

Weeping Water, Neb.—The elvtr. of the Farmers Union Co-op. Ass'n is making extensive improvements here.

Preston, Neb.—I am mgr. for the Farmers Union Co-op. Ass'n.—John Pearson. (He has succeeded J. R. Mohler.)

Edison, Neb.—W. M. Bruce, of Holdrege, is planning on the installation of a truck scale and dump in his elvtr. here.

Orleans, Neb.—The Orleans Mill & Elvtr. Co. has drawn plans for a 300-bbl. concrete daylight mill to be erected this summer.

Adams, Neb.—H. M. Miller until recently mgr. of an elvtr. at Sterling, Neb., is now agt. for the Central Granaries Co. here.

Charleston, Neb.—Otto Wagaer, formerly mgr. for the Farmers Grain & Supply Ass'n of Merna is now mgr. for the Farmers Elvtr. Co. here.

Allis (Yutan p. o.), Neb.—Farmers have organized the Allis Grain Co. here. W. Deyer, John Clark, H. P. Hanger and others are interested.

Jansen, Neb.—The Farmers Co-op Grain Co. has taken over the property of the Jansen Equity Exchange and it is reported that Glen Terp will be mgr.

Anselmo, Neb.—The elvtr. of the Farmers Elvtr. Co. is closed and we are the only firm buying grain here now.—H. A. Kepler, agt. Central Granaries Co.

Stapleton, Neb.—The Farmers Ass'n is interested in the erection of an elvtr. here.

Kimball, Neb.—The Western Wheat Co. has been incorporated for \$25,000 by Geo. M. Talbert, John M. Welsh and F. J. Vnuk, who recently completed a small elvtr. here.

Sawyer, Neb.—At present the elvtr. of the Nye-Schneider-Fowler Co. is closed and will be for a month or so. I do not know who will succeed me when the house opens again.—P. O. Johnson, former mgr.

Hoag, Neb.—The Farmers Elvtr. Co. has authorized the board of directors to dispose of the company's property but has placed a minimum of \$7,000 on the buildings. It is thought that a new farmers company will be organized to buy the plant.

Lincoln, Neb.—James S. Ewart, pres. of the Ewart Grain Co., and pres. of the Grain Exchange, died Mar. 21. He had been in the grain business for the last 20 years and was well known to the trade at large. He suffered a stroke of apoplexy Mar. 14 and died without regaining consciousness.

Lincoln, Neb.—No member of a co-operative concern can own more than 4% of the capital stock and any co-operative concern organized under the co-operative laws of Nebraska must have at least 25 members, under a rewritten law passed on third reading in the lower house. The law also provides that dividends on investments cannot exceed 10%.

Culbertson, Neb.—The Culbertson Equity Exchange has completed its new 30,000-bu. concrete elvtr. It is equipped with a Benson Truck and Wagon Dump, Richardson Automatic Scale, Dual Cleaner and 20 h.p. Fairbanks Kerosene Engine. The Grain Dealers Supply Co. had the contract. Fred Fish, formerly mgr. for the Farmers Union Elvtr. Co. at Bostwick, has succeeded C. J. Sidell as mgr. here.

Merna, Neb.—L. E. Highland, formerly with the Highland Grain Co., of Grand Island, has succeeded Otto Wagner as mgr. for the Farmer Grain & Supply Co. here. Mr. Highland owned a half interest in the elvtr. of the Highland Grain Co. at Giltner, which was recently sold to the Farmers Elvtr. Co. there. Mr. Wagner is now mgr. for the Farmers Elvtr. Co. at Charleston.—Farmers Grain & Supply Co.

Franklin, Neb.—O. C. Thomas, who has been operating an elvtr. here for the last four years, has formed a partnership with M. McCoy of Kansas City, Mo., and will conduct a general grain commission business in the old offices of the Beyer Grain Co. in the Board of Trade Building at that point. The company will operate as the McCoy-Thomas Grain Co. and Mr. Thomas will be office mgr. He was succeeded here by the Chitwood Grain Co.

OMAHA LETTER.

Roy Welsh, of the Butler-Welsh Grain Co. is recovering from an appendicitis operation and is reported to be feeling "fine."

Jacob Teeters, one of the owners of the North Bend Milling Co. of North Bend and long known in the grain and milling trade, died Mar. 8 at the age of 76.

John A. Kuhn of San Francisco, formerly of Omaha, has been appointed traffic mgr. of the Grain Exchange to succeed Henry T. Clarke, who recently resigned. Mr. Kuhn came to Omaha many years ago as general freight agent of the Northwestern Railway. Mr. Kuhn left the service of the railroad company to become traffic mgr. of the Updike Grain Co. Several years ago he left their service to go to California, where he has since made his home.

On Mar. 18, Pres. Chas. H. Wright of the Grain Exchange announced the expulsion of Lawrence Kearney for violation of the grain standard act, reported by Sec'y of Agriculture Wallace. His report of the findings in the matter follows: The firm of Cope & Kearney, Omaha, Neb., during August and September, 1920, received on consignment for sale at Omaha, Neb., among others 41 cars of corn, wheat and oats. When the grain had been inspected and graded by the licensed inspectors, pan tickets showing the grade as well as certain of the grading factors were issued to accompany the samples to the trading floor. Subsequent to their issuance alterations were made by Mr. Kearney in these pan tickets to show either a different test weight per bushel, moisture content or percentage of dockage. These alterations resulted in indicating a better quality of grain than that actually determined by the licensed inspectors, and the grain was then sold under this false and misleading description on the basis of these pan tickets so altered.

The Welsh Grain Co. has been suspended from membership in The National Hay Ass'n, effective March 5th, for the violation of arbitration and investigation rules. The firm refused to arbitrate a difference with a fellow-member.

NEW ENGLAND

Rockville, Conn.—The elvtr. of the Rockville Coal & Grain Co. burned Mar. 15 with a loss of \$100,000.

Waterbury, Vt.—The E. T. Seabury Grain Co. has incorporated for \$50,000. W. H., Mae F. and Alice L. Seabury are the incorporators.

Battleboro, Vt.—The Cutler Co. has sold the building occupied by the Valley Grain Co., a branch, to Atty. H. G. Barber, but will occupy the quarters for the present.

Avon, Conn.—Our company is composed of about 25 farmers and dairymen. We will not operate an elvtr., just doing a co-operative buying business for the members.—R. E. Case, mgr.

North Adams, Mass.—The Berkshire Coal & Grain Co., established in 1905, has been re-incorporated with a capital stock of \$200,000 by R. L. Brown, A. E. Gleason, P. J. Ashe and others.

St. Johnsbury, Vt.—Clarence A. Smith, of East Hardwick, has bot the plant of the Griswold & McKinnon Elvtr., owned by E. T. and H. E. Ide. It includes mill, feed mill and elvtr. The Ide Co. will continue business at its other plant.

Boston, Mass.—Four men made an attempt to get into the safety vault in the office of the Sumner-Crosby Grain Co. recently. The thieves attempted to get into the back of the vault and were pulling bricks out with a pickaxe when discovered. One was shot and seriously injured and two others were captured by the police who found them at work. The safe contained \$1,700 in cash.

NEW MEXICO

Clovis, N. M.—H. A. Parks is now mgr. for the Western Elvtr. & Trading Co. here. He was formerly with the Fort Worth Elvtr. Co. of Texas. The company has recently been re-organized.

Grenville, N. M.—The Trinidad Bean & Elvtr. Co., of Trinidad, Colo., is considering the erection of an elvtr. at this station where it has been buying grain and beans for some time. Walter Johnson is mgr. here.

NEW YORK

Richland, N. Y.—Arthur E. and John B. Clark have bot the grain and feed business which has been owned and operated by Geo. B. Washburn for the last 40 years.

Oswego, N. Y.—The directors of the Chamber of Commerce and city officials will meet in a few days to consider the situation in relation to the grain elvtr. here. The work on the foundations is now under way, but the legislature has made no provision for furnishing money for the elvtr. It provided \$1,950,000 for work at Gowanus Bay, Brooklyn, where another State elvtr. is being erected.

Oswego, N. Y.—Wm. Rogers has been made permanent trustee of the Oswego Milling Co. now in bankruptcy and an appraisal of the plant and assets is being made. A new company will be formed to operate the plant. The Jefferson County National Bank, Watertown, N. Y., lately secured an order to show cause why the Oswego Milling Co., through its receiver, W. A. Rogers, should not turn over to the bank \$1,617.34. The bank claims that a warehouse receipt was substituted for a bill of lading, in violation of agreement.

NEW YORK LETTER.

W. J. Robson has succeeded Fred Harrison with the Wheat Export Co. He has been admitted to membership in the Produce Exchange.

A. F. Baarslag, Julius Isaac, J. L. Ravenswaay, Henry S. Johnson and Max Steen have applied for membership in the Produce Exchange.

John H. Hamilton, floor representative for Shearson, Hammill & Co., of Chicago, at this market, has been seriously ill with pneumonia but is reported out of danger.

Henry E. Beardsworth is now connected with B. F. Schwartz & Co. He has been out of the grain business for some time and his friends are glad to welcome him back.

Walter R. L. Kirk has applied for an associate membership in the Produce Exchange.

New associate members of the Produce Exchange are: Louis A. H. Cholot, Frank Cowgill, Julius Isaac, Frank A. Lallier, Geo. Prentzel, Jr., J. L. Ravensway, W. J. Robson, George W. Salkeld, L. G. Spindler and H. Thompson.

Memberships posted for transfer on the Produce Exchange are: J. H. Bridgetts, S. Geo. Tate, W. Metzger, E. Newman Giles, A. Ellis, A. H. Lamborn, A. Van Stolk, Fred Harrison, N. M. Nielson, M. J. Doorman, H. B. Worthen and W. Van De Trott.

Frank Cowgill has succeeded E. Newman Giles as ass't mgr. of the office of Lamson Bros. & Co. Fred M. Bennett is mgr. and his old assistant, Mr. Giles, recently married his daughter and has been made mgr. of the firm's office at Buffalo. Mr. Cowgill has been admitted to membership in the exchange.

Alexander Hinchuk, formerly pres. of the Alexander Hinchuk Co., Inc., which has discontinued business here, is now general mgr. for our corporation.—American Foreign Trading House, Inc. (The Alex. Hinchuk Co. went into the hands of a receiver in February, the assets being sold at public auction, Feb. 18, by Receiver Chas. P. Blaney.)

Ramey, Danforth & Yeager, Inc., was organized some time ago to rebuild and operate its elvtr. at Jordan, N. Y., which burned. Owing to the state of the market, however, the company decided to wait until materials and labor would be cheaper. At a recent meeting it was decided that the work would be started at once. M. V. Young is sec'y and treas. of the company.

NORTH DAKOTA

Wellsburg, N. D.—The Great Western Grain Co. has succeeded Billigmeier & Heil.

Olmstead, N. D.—The Olmstead Grain Co. has installed a new 10-ton scale in its elvtr.

Anamoose, N. D.—The Farmers Co-op. Grain Co. has succeeded the Farmers Elvtr. Co.

Benedict, N. D.—J. Harchanko has succeeded O. Whiting as mgr. for the Farmers Elvtr. Co.

Tolley, N. D.—The elvtr. of the Farmers Elvtr. Co., containing 30,000 bus. of grain, burned recently.

Mohall, N. D.—The elvtr. of the C. C. Wyman Co. has been closed for the last 3 seasons.—C. C. Cassidy, agt. G. Gunderson.

Petersburg, N. D.—I am going out of the grain business for a short time and shall be located at Suffolk, Mont.—W. H. Gallup, agt. Equity Co-op. Exchange.

Argusville, N. D.—We expect to install a cleaner for this season's crop. We recently completed a new office, extended our driveway and built a new oil house.—O. A. Erstad, agt. National Elvtr. Co.

Pettibone, N. D.—Thos. Marchek, mgr. of the Sherwood Farmers Co-op. Elvtr. Co., Sherwood, succeeded O. B. Sorenson as mgr. for the Pettibone Farmers Union Elvtr. Co. July 1 and I succeeded him Dec. 1. He resigned to become grain elvtr. inspector with the Northern Ry. Co. I was formerly at Fortune.—A. V. Darling.

Underwood, N. D.—The fire which destroyed 3 elvtrs. here, Mar. 2, started in the basement of our elvtr. It was discovered about 1 a. m. by the agt. of the Occident Elvtr. Co. The cause of the blaze is not known. Our house, the elvtr. of the Farmers Elvtr. Co. and the old McGray house, standing in the name of the Kellogg Commission Co., were burned. We lost about \$40,000 worth of grain covered by insurance.—R. G. Dodge, Dodge Elvtr. Co., Minneapolis, Minn.

Underwood, N. D.—The big elvtr. fire here Mar. 2 seems to have started in the driveway of the elvtr. of the Dodge Elvtr. Co. It might have been started from the idler carrying belt from engine to counter shaft as this was located right under the driveway. There was considerable grain in this house. The other two elvtrs. could not be saved as they were too close. The loss is reported at \$100,000. The Farmers Elvtr. & Merc. Co. has let contract for a new 40,000-bu. house to be ready for the new crop and the Dodge Elvtr. Co. has signed the ground lease and will no doubt build if crop conditions are favorable. The other house will not be rebuilt as it had not been operated for years and was too close to the other elvtrs. There will be the proper distance between the new houses now.—C. E. Hedlund.

OHIO

Cincinnati, O.—Ray Herzog is the new traffic mgr. for Bunting, Hill & Co. He was formerly with the Cleveland Grain & Milling Co.

Columbus, O.—The annual meeting of the Ohio State Millers Ass'n will be held at the Hotel Desher in this city, Apr. 19 and 20.

Kimball, O.—Edward Schlachter, of Enterprise, has succeeded John C. Drake as mgr. for the Avery Elvtr. & Grain Co. here, Mr. Drake resigning after a month's work.

Cincinnati, O.—John L. Fisher, the oldest member of the Chamber of Commerce, was 92 years old Mar. 17. He was fittingly remembered by his fellow members and associates.

Latty, O.—The Latty Grain Co. has been incorporated for \$25,000 by G. H., A. W., D. C., F. E. and F. L. Dustman who recently bot the elvtr. of the Maumee Valley Land & Grain Co. here.

Columbus, O.—The Krumm Milling Co. of this city has been expelled from membership in the Grain Dealers National Ass'n for refusing to arbitrate with the Fayette Grain Co., of Washington Court House, O.

Lippincott (Urbana p. o.), O.—The Farmers Exchange decided at its recent annual meeting to repair its elvtr., improve the driveway, install new truck scales and build a feed, flour and fertilizer warehouse.

Celina, O.—We have sold our elvtr. here to the Celina Equity Exchange Co. but still operate our elvtrs. at Jackson Center, Yorkshire and De Graff. Our main office will be in this city.—Buckland Mfg. Co.

Attica, O.—We have the only elvtr. here. Parties mentioned did not buy or build.—Heabler & Heabler. (The Farmers Exchange was organized some time ago and was reported to be about to buy or build an elvtr.)

New Weston, O.—I am no longer mgr. for the Farmers Central Grain Co. and have been succeeded temporarily by G. L. Loman, vice-pres. of the company. I expect to enter the coal and feed business here on my own account.—H. O. Billhimer.

TOLEDO LETTER.

Repairs on the Central Elvtr. have been completed and a Randolph Drier has been installed.

John C. Husted was elected, Mar. 10, to succeed the late Frank I. King as a director of the Produce Exchange.

New members of the Produce Exchange are: Leo Wolf, John T. Regan, W. E. Hedger, W. H. Freeman and A. F. Baarslag.

E. W. Wagner & Co. entertained a number of friends and patrons at the opening of their new office on Madison Ave. The new quarters are large and up-to-date in every way. A. J. Burkart, local mgr., was congratulated many times on the pleasing appearance of his firm's new home.

Milton Churchill, well known to the grain and seed trade at this market, died Mar. 14 at his home in Pasadena, Cal., where he had lived since he retired from active business. He was in the grain business at Rushville, Ind., for some time but came to this city in 1881, founding the grain and seed firm of Churchill & Co., which was in business at Chicago, Buffalo and Toledo for many years. The firm is still operative at Buffalo and in this city. Mr. Churchill was 77 years old and is survived by his wife and two married daughters. He was familiarly known by the older members of the grain trade as "David Harum" and those who worked with him in the old days will regret to hear of his passing.—G. W. Bartlett, Churchill Grain & Seed Co., Buffalo.

OKLAHOMA

Davidson, Okla.—I will rebuild my warehouse.—J. W. Estes.

Hooker, Okla.—We have bot the elvtr. of J. S. Wiegell.—Bidwell Grain Co.

Cheyenne, Okla.—A warehouse has been built by the Cheyenne Co-op. Grain Dealers Ass'n.

Blackwell, Okla.—No firm at this point is operating as Ginrich & Syltender.—Blackwell Milling & Elvtr. Co.

Rocky, Okla.—I sold my elvtr. here to the Farmers Co-op Grain Co. in February and am now mgr. for that company.—Harry Dunn.

Enid, Okla.—The Pratt-Leslie Grain Co., recently organized here, has bot the elvtr. of the W. L. Williams Grain Co. at Harper, Kan.—Roy O. Pratt.

Canyon, Okla.—The Farmers Elvtr. Co. is being organized and will build or buy an elvtr. The capital stock of the company is \$25,000.

Hollister, Okla.—O. B. McFall contemplates the erection of an elvtr. here in the spring. The plant of the Wichita Mill & Elvtr. Co. will be enlarged.—G. G. Black Grain Co.

Heavener, Okla.—Gus. Evatt, formerly mgr. for the Heavener Grain Co., has resigned and with his brother, O. D. Evatt, will enter the grain business here, operating as the Evatt Grain Co.

Yukon, Okla.—M. W. Coulson, who has been supt. for the Yukon Mill & Elvtr. Co. for some time, has severed his connection with the company and is now in the milling dept. of the Geo. P. Plant Milling Co. at St. Louis, Mo.

Sayre, Okla.—Instead of moving the coal sheds on the elvtr. site of his new elvtr. to another part of the land, Oscar Ewaton has decided to put a concrete floor into the bins and make it an up-to-date coal plant. The rest of the site will be cleared and there will be plenty of room for the elvtr.

Welch, Okla.—I bot the Union Elvtr. and the Mead Elvtr., which I formerly owned, both of which were owned by the Mead Grain Co. but operated under different names. I took possession Feb. 2 and will operate both elvtrs. in the busy season under my own firm name. There are no other grain shippers here.—A. B. Campbell.

Lone Wolf, Okla.—I have been operating the elvtr. known as the Farmers Grain Co. on my own account since last April. Geo. Kendrick, of Minco, is in charge of the elvtr. of the Chickasha Milling Co. here. The Farmers Co-op. Elvtr. Co. has built a tile tank on the Orient Ry. with W. C. McBride in charge.—W. E. McCarrick.

OREGON

Portland, Ore.—Mail addressed to R. P. Knight has been returned "unclaimed."

Portland, Ore.—Frank L. Shull, who was with the Portland Flouring Mill Co. for 27 years, and has been district mgr. for the Globe Grain & Milling Co. here for the last 3, has opened a brokerage and commission office and will operate on his own account.

PENNSYLVANIA

Pittsburgh, Pa.—Geo. Boyd is now supt. of the Central Elvtr. Co.—W. L. Globe, sec'y.

Philadelphia, Pa.—Robert McKnight & Sons have moved into new quarters at 22nd and Arch St.

Philadelphia, Pa.—The Parker Commission Co., Jas. A. Dawes and the Buffalo Flour Mills Co. have been admitted to membership in the Commercial Exchange.

SOUTH DAKOTA

Harrold, S. D.—I have leased the elvtr. of the Horstman Co. here.—Frank Petteyjohn.

Ardmore, S. D.—J. Wasserburger has bot the grain and feed business of Geo. Nelson.

McIntosh, S. D.—The elvtr. of the Columbia Elvtr. Co. is closed.—W. C. Lang, mgr. McIntosh Equity Exchange.

Toronto, S. D.—Ed Lovre, mgr. of the Davenport Elvtr. Co. here, has leased the company's elvtr. and will now operate it on his own account.

Chancellor, S. D.—J. M. Van der Graaf, formerly mgr. for the Farmers Co-op. Exchange here, is now at Goodwin. He has been succeeded by Gus F. Rahn.

Delmont, S. D.—The elvtr. of the Farmers Elvtr. Co., containing 12,000 bus. of oats, corn and wheat, burned Mar. 7 with a loss of \$18,000, partially covered by insurance.

Sheyenne, S. D.—The Sheyenne Elvtr. Co. is planning on building a new elvtr. or increasing the capacity of the old house. C. W. Bralin is pres. and O. C. Oiefsidahl, sec'y.—P. Anton, Petersen.

Egan, S. D.—The only two elvtrs. being operated here at present are the Quaker Oats Co. and the Egan Grain Co. The other elvtr. is closed and the firm in bankruptcy but it may possibly open later.—John H. Glow, mgr. Quaker Oats Co. (The Farmers Grain & Fuel Co. filed a voluntary petition in bankruptcy last fall.)

SOUTHEAST

Brunswick, Ga.—The Fleming Brokerage Co. was incorporated Mar. 10, 1920, and succeeded P. W. Fleming & Co. but there has been no change in the nature of the business.—W. H. Parker, sec'y-treas.

Charleston, S. C.—The Monoly & Carter Co. has been expelled from membership in the Grain Dealers National Ass'n for refusal to arbitrate with the Clement Grain Co. of Waco, Tex., and the Orvis Grain Co. of St. Louis, Mo.

Valdosta, Ga.—We do not operate an elvtr. here, being only brokers, selling to jobbers and manufacturers. Our firm is a new one, organized in February, but I was formerly sec'y of the Birdsey Commission Co.—Alex Bealer, Bealer & Co.

TENNESSEE

Gilmer, Tenn.—The Dyke Grain Co. will build a warehouse and office.

Thompson Station (Peakland p. o.), Tenn.—W. A. Mefford has bot the grain, hay and feed business of S. W. Aaron.

Jasper, Tenn.—The W. G. Phillips Produce Co. has been incorporated to deal in grain, hay and produce by W. G. Phillips, mgr.

Memphis, Tenn.—Membership transfers in the Merchants Exchange are as follows: Memphis Bag Co. to Bemis Bag Co.; E. C. Merton to H. M. Grimbail. John T. Leonard, Jr., has applied for membership.

TEXAS

Kingsville, Tex.—The Kingsville Ice & Milling Co. has increased its capital stock to \$100,000.

Miami, Tex.—We have bot the elvtrs. of the Red Deer Grain Co. here and at Codman.—Lester Stone & Co., Amarillo.

Adrian, Tex.—We are building an elvtr. here and expect to have it done within 30 days.—Lester Stone & Co., Amarillo.

Marshall, Tex.—We will not operate an elvtr. here but will buy grain in car lots and sell it the same way.—Pitts-Lothrop Co.

Amarillo, Tex.—W. C. Kenyon of the Kenyon Grain & Coal Co. is mentioned as a candidate for the appointment of postmaster here.

Higgins, Tex.—The elvtr. and mill of the Gerlach-Higgins Milling Co. burned Mar. 3. The warehouses of the company were also destroyed.

Plainview, Tex.—Yearwood & Son will build an elvtr. and grist mill here. Most of the material and machinery is on hand and work will be started at once.

Sour Lake, Tex.—H. L. McGuire, formerly mgr. for the Waldman-Ross Grain Co. recently sold to the Sour Lake Grain Co., has opened a grain and feed commission office in his own name.

Ft. Worth, Tex.—The Smith Bros. Grain Co. recently suffered a \$32,000 fire loss when lightning struck two hay barns of the company destroying the buildings and contents. A car loaded with oats was also burned. The loss is partially covered by insurance.

Galveston, Tex.—Walter M. Barlow resigned Feb. 1 and now has an office in the Marine Building, handling some export accounts. He will, however, take a vacation in California next month and will be connected with some Texas mill concern when he returns but has not announced what one. Mr. Barlow left us of his own accord and was kind enuf to tutor me in my duties with the company for a month.—J. C. Couch, mgr. grain department, Texas Star Flour Mills.

WASHINGTON

Tacoma, Wash.—John B. Stevens & Co. Inc. have increased its capital stock to \$100,000.

Auburn, Wash.—The Auburn Milling & Grain Co. has let contract for the foundations of the new mill and elvtr. it will build to replace the ones recently burned.

Palouse, Wash.—Webster & Lamphere, district mgrs. of the White-Dulany Co., of Spokane at this station, have bot a 22 ft. frontage alongside the office and will build a brick feed and flour warehouse.

WISCONSIN

Mountain, Wis.—J. M. Anderson will engage in the grain, hay and feed business here.

Cazenovia, Wis.—Cazenovia Equity Shipping Ass'n incorporated by J. Adelman, F. Kling and W. Schroeder.

[Continued on page 525]

Feedstuffs

CROWLEY, LA.—Alac Brown & Co. have started a feed business in this city.—H.

MUNNSVILLE STATION, N. Y.—The Empire alfalfa mills were recently damaged \$5000 by fire.

RICE BRAN used often as a filler in stock foods is being sold at Estherwood, La., for \$14 per ton.—H.

FARGO, N. D.—Additions contemplated by the Fargo Mill Co. include the erection of a feed warehouse.

BRYSON CITY, N. C.—The Dehart Feed Co. in charge of D. and A. F. Dehart has started operations in this city.

NEW HOLLAND, PA.—Burkholder & Hooper, Inc., has been incorporated for \$20,000. Feed and flour will be handled.

CHISHOLM, MINN.—The Merchants Feed Co. has been incorporated for \$25,000 by Andrew Hulme, L. H. Liend and others.

MERRILL, WIS.—The Lincoln Milling Co. contemplates the installation of new machinery to increase its feed milling capacity.

ROCKFORD, ILL.—The Chicago Grain Products Co. has been incorporated and will conduct a brokerage and commission business.

JENNINGS, LA.—Phillip Miller who recently completed additions to his warehouse here is to handle a complete line of stock feeds.—H.

CINCINNATI, O.—The Ubiko Milling Co. will construct a new fireproof addition to its present plant which will cover nearly 10,000 sq. ft.

HELENA, MONT.—The State Nursery & Seed Co. has installed feed grinding machinery and is now equipped to furnish all kinds of poultry feeds.

THE INTERSTATE Cotton Seed Crushers Ass'n will hold its annual convention at the Auditorium Hotel, Chicago, Ill., from May 16 to 18.

MITCHELL, IND.—J. F. Collier & Co., E. B. Heise, pres., and J. F. Collier, sec'y treas., is being incorporated and a feed business is to be conducted.

MEMPHIS, TENN.—The petition of the bankrupt firm of F. W. Brode & Co. places the assets of the concern at \$286,577.93 and the liabilities at \$786,038.

CHICAGO, ILL.—The Pyramid Milling Co. has been incorporated for \$2000 by L. L. O'Reilly, W. B. Gray and W. E. Dixon. A feed business will be conducted.

FEED DEALERS and millers of Texas will no longer be required to pay freight on the maximum marked capacity of the car as heretofore since the protest of the Ft. Worth Freight Bureau to the Interstate Commerce Commission. Carriers have been instructed

to cancel the minimum weight rates by March 24.

MINNEAPOLIS, MINN.—The Price Food Products Co. has installed a Randolph Drier for the purpose of drying oats to be used in the manufacture of its products.

LAWRENCE, IND.—The Farmers Feed & Grain Co., of Indianapolis, Ind., has purchased the W. L. Brown Lumber yards here and erection of a new warehouse is contemplated.

MEMPHIS, TENN.—F. W. Brode & Co., large cottonseed feed handlers, have filed a petition in bankruptcy. Assets are in the neighborhood of \$150,000 and liabilities are placed at \$400,000.

LOS ANGELES, CAL.—The Great Western Milling Co. has registered a design containing the words "Bunny Nibble" and a drawing of a rabbit as its trademark No. 135,473 for use on feed for animals.

THE FRENCH DUTY on the exportation of oil cake used for feed has been reduced from 10 francs per kilo of 2.2 lbs. to 5 francs per kilo, according to a Mar. 15 cable from Trade Commissioner J. F. Butler, Paris.

ATLANTA, GA.—The Ashcraft-Wilkinson Co. has registered a circular design containing a picture of a bird and the words "Paramount Brand" as its trademark No. 140,630 for use on cotton seed meal to be used as animal feed.

ROCKFORD, ILL.—The La Grange Mills, large manufacturers of feeds at Red Wing, Minn., recently incorporated for \$200,000 to do business in the state of Illinois. The company now operates an office in this city in charge of D. W. Hearn.

THE FOOD & DRUGS ACT, the Grain Act and how they affect the grain and feed business will be discussed at a hearing to be conducted at Louisville, Ky., in the near future, by representatives of the Bureau of Chemistry and the Bureau of Markets.

BERTHOUD, COLO.—The elevator of the Berthoud Alfalfa Milling & Feeding Co. was damaged \$20,000 by fire on March 9. The fire started when a flash from an electric switch ignited a pile of alfalfa hay nearby. Loss is partially covered by insurance.

MARSHALL, TEX.—Correcting a report that they contemplated operating an elevator the Pitts-Lathrop Co. writes: We buy in car lots and sell in the same way. We make a specialty of Purina feeds and our aim is to build up a large poultry feed business in this section.

ZIGMUND A. SALET, until recently in the feed sales department of the Quaker Oats Co., and who was stationed at Madison, Wis., is now engaged in the feed and grain commission and brokerage business on his own account at Cedar Rapids, Ia., under the name of the Shippers Marketing Agency.

LEXINGTON, NEB.—C. M. Robinson, former manager of the Great Western Chemical & Alfalfa Milling Co., arrested recently at Austin, Tex., because the concern was alleged to have shown an indebtedness when he gave up his position has been bound over to the district court under bonds of \$1,250.

YORK, PA.—Hespenheide & Thompson is the name of a new firm which has taken over the Johnston Building on the Pennsylvania tracks in this city and will conduct a wholesale feed business. The building was formerly occupied by the Anderson Bros. Co., another feed manufacturing concern. The Anderson Bros. Co. is soon to occupy and operate its new feed plant now nearing completion.

NEW YORK'S FEED LAW which had many parts objectionable to New York feed interests has been amended by the legislature and the bill was signed by the governor. Under the law as amended, if new sacks are used and the necessary information required by the law is distinctly printed on the sacks it will not be necessary to attach tags as was provided in the former statute. The Millers National Federation calls attention to the

following warning by William G. Crocker, chairman of the Federation's Com'te on Feedingstuffs Law: If a miller guarantees over 12% fibre in his bran he must indicate by a separate line on the feed sack the maximum percentage of roughage (screenings).

KANSAS CITY, MO.—Douglas Cain, who recently started a feed brokerage business in this city on his own account after having been for two years with the Hinds Grain Co. and for several years in the milling business at Atchison, Kan., passed away at his home in Kansas City after a brief illness.

A BILL H. R. 9755 introduced into the House by Rep. Vestal of Indiana provides that all commercial feedingstuffs, flour, grits and meals should be packed for sale or shipment in interstate commerce in packages of 100 lbs. net or in multiples thereof, the net weight to be stamped on the outside of the package.

NEW YORK, N. Y.—The Corn Products Refining Co. has purchased \$5,000,000 worth of its stock in the open market and stockholders meet today to vote on its retirement. This action will bring the concern's outstanding stock down to less than \$20,000,000. A decided improvement has been noted in the company's business of late.

EVANSVILLE, IND.—The West Side Hay & Grain Co. has registered and assigned to the Diamond Mills a horizontal diamond shaped design for use as trademark No. 104,327 on molasses and alfalfa feeds and on ground grains. In each corner of the figure is the picture of an animal for which the feed is suited.

WEST ONTARIO, ONT.—I am now Canadian manager of the Blatchford Calf Meal Co. of Canada, Ltd. This company has recently built the largest special calf meal mill in Canada and is rapidly obtaining the calf meal business in Canada. At present the plant is working to capacity and the increase in business over 1920 is 400%.—G. B. Curran, mgr. Blatchford Calf Meal Co. of Canada, Ltd.

A BILL introduced into the Senate of the Wisconsin legislature among other things proposes to regulate the sale of fertilizer as it would regulate the sale of feed. Instead of the usual \$25 annual license fee it would charge 10 cents per net ton on the fertilizer sold or offered for sale in the state of Wisconsin. The manufacturer then instead of paying his annual license fee would have to purchase fertilizer tags from the Wisconsin Commissioner of Agriculture and attach them to all fertilizer sold within the state.

A FEED bill offered by the Com'te on Agriculture in the Assembly of the state of Wisconsin as an amendment to present feed regulations follows: Every person engaged, within the state of Wisconsin, in the business of selling mixtures of whole ground grains shall mark plainly in a conspicuous place on the outside of every sack or package of such mixtures of whole grains the name and place of business of the seller, and the specific name and percentage of each ingredient which it contains. Whenever such mixtures of whole ground grains are sold in bulk or in containers belonging to the purchaser, the seller shall furnish to the purchaser a certified copy of such statement.

CHICAGO, ILL.—By the establishment of a live stock service branch in its feed department the Quaker Oats Co. has taken a forward step that is of interest to every individual engaged in live stock husbandry. Such a step recognizes a responsibility and a determination to build thru co-operation effort. To carry on this important work for the Quaker Oats Co., Prof. J. A. McLean has been added to the staff of the Chicago office. Mr. McLean is one of the well known and established workers of the live stock field and has been chosen because of his experience, ability and suitability. Mr. McLean is of Canadian birth and is a graduate of McMaster University, Toronto. He is also a graduate in Animal Husbandry of the Iowa State

Exports of Feedstuffs.

January exports of feedstuffs compared with January, 1920, and for the 7 months ending January, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	January		7 mos. ending Jan.	
	1921	1920	1921	1920
Bran and mids, tons.	156	48	1,385	1,083
Coconut cake, lbs.	10,500	60,163	314,806	60,163
Corn oil cake, lbs.			88,113	468,300
Cottonseed cake, lbs.	25,480,446	52,158,796	216,048,433	267,636,562
Cottonseed meal, lbs.	7,190,545	1,673,450	29,378,618	108,478,545
Dried grain and malt sprouts, tons	2	211	41	1,258
Linseed cake, lbs.	67,160,407	31,267,168	176,304,919	233,621,693
Linseed meal, lbs.	2,301,264	264,775	8,191,532	13,655,695
Millfeed, tons	794	517	6,066	8,259

College. He has done excellent work in both the East and the West. He has judged with distinction at leading shows from the Atlantic to the Pacific Coast in both Canada and the United States. For nearly five years Prof. McLean was in charge of the Animal Husbandry department of the Massachusetts Agricultural College where his work established him in high esteem as an extension worker, an instructor and an educator. For over four years as Professor of Animal Husbandry in the University of British Columbia he did splendid work.

Adulteration and Misbranding.

Under the Food & Drugs Act the following judgments were recently rendered in the United States District Courts for the Bureau of Chemistry:

The Crown Feed Co. of Independence, Kan., was alleged to have shipped misbranded and adulterated alfalfa meal into Missouri in violation of sections 7 and 8 of the Food & Drugs Act. Upon no claimant appearing for the property the court ordered it destroyed.

The Valley Cotton Oil Co., Memphis, Tenn., labeled cottonseed meal "protein 38.6%." Bureau of Chemistry analysis showed the presence of 36.4% protein. The court imposed a fine of \$50 and costs.

The Planters Oil Co. of Hearne, Tex., labeled cottonseed feed "protein not less than 41.20% protein" and "100 lbs. net." Examination showed the sacks contained on an average 95.39 lbs. and that the feed contained but 40.55% protein. The defendant conceded a violation of the law, was found guilty and fined \$25 and costs.

The Franke Grain Co., Milwaukee, Wis., was alleged to have labeled a product "Tonka Oats" and "Tonka Mixed Oats," whereas wheat, barley, weed seeds and worthless material had been packed therewith. The claimant admitted the allegations and the court ordered the goods released on payment of the costs of the proceedings and the filing of a \$6,000 bond.

The American Rice Milling Co., Crowley, La., labeled a product "Rice bran, protein not less than 12%, Crude fiber not more than 15%." Bureau of Chemistry analysis indicated presence of 10.66% protein and 17.52% fiber. The defendants pleaded guilty and were fined \$50 and costs.

The Lewis, Simas, Jones Co., San Francisco, Cal., shipped cottonseed cake in packages upon which the quantity was not plainly and conspicuously marked. The court imposed a fine of \$150.

North Bros., Kansas City, Mo., called a mixture of ground alfalfa and ground prairie hay "alfalfa meal," and shipped in packages not plainly marked with the quantity. The court ordered the product released upon the filing of a bond of \$892.

No Perfect Substitutes.

By Will A. Hall, Memphis, Tenn.

Glass may be made to look like diamonds, but real diamonds are never made of glass. Oleomargarine may be made to look like butter, but at best it is only an imitation. Oleomargarine has food value, yet it is not butter and should neither be made to look like butter nor sold as such. Butterine is only an imitation of real butter. Nut margarine, or nut butter, is not butter. Filled cheese is false cheese.

Pure dairy products have a food value particularly and peculiarly their own. They contain the life giving vitamins not found in animal or vegetable fats. For the growing child, the imitation cannot in any sense be made to take the place of the real article. In fact, for any class of human beings there is not and cannot be a satisfactory substitute for any dairy product.

Joint Meeting Adopts National Rules for the Feed Trade.

A joint conference held in Chicago, Ill., on Mar. 11 and 12, between committees representing the Millers National Federation, the United States Feed Distributors Ass'n and the Grain Dealers National Ass'n decided upon a system of "National Trade Rules Covering Transactions in Feedstuffs." The rules as they now stand and which will be presented to the members of the three ass'ns for adoption follow:

During the course of the meeting was appointed another committee of five whose business will be to draft a Uniform Sales Contract on Feedstuffs. The first meeting of this committee is to be held at St. Louis, Mo., on Mar. 29. The following feed men will have charge of the work: E. C. Dreyer, pres. of the U. S. Feed Distributors Ass'n; H. D. Yoder, Topeka, Kan.; J. B. McLemore, representing the Southeastern Millers' Ass'n; Roy P. Purchase, Minneapolis, Minn., and W. O. Fehling, Philadelphia, Pa.

Rule 1—Trade. It shall be the duty of both buyer and seller to include in their original articles of trade, however conducted, the following specifications: Number of sacks, tons or cars; kind and grade of feed; price; rate basing point; time of shipment; terms of payment.

Rule 2—Confirmation. (a) It shall be the duty of both buyer and seller, on day of trade, to mail, each to the other, a confirmation in writing, (the buyer a confirmation of purchase and the seller a confirmation of sale), setting forth the specifications as agreed upon in the original articles of trade. Upon receipt of said confirmation the parties thereto shall carefully check all specifications named therein and, upon finding any difference, shall immediately notify the other party to the contract, by wire or telephone, and confirm in writing, except in the case of manifest errors and differences of minor character, in which event notice by return mail will suffice.

(b) When a trade is made through a broker, it shall be the duty of the broker, on the day of trade, to send a written confirmation to each of the principals. (to the buyer a confirmation of sale and to the seller a confirmation of purchase), setting forth the specifications of the trade as made by him. Upon receipt of said confirmation, the parties thereto shall carefully check all specifications named therein and, upon finding any differences, shall immediately notify the other party to the contract by wire or telephone, and confirm in writing. In default of such notice the contract shall be filled in accordance with the terms of the confirmation issued by the broker.

Rule 3—Brokers. (a) A broker is one who is engaged for others, on a commission basis, in negotiating contracts relative to property, with the custody of which, actual or constructive, he has no concern.

(b) A broker has power to bind his principals only to the extent of his instructions, and the principals are not liable for any acts of the broker in excess of such instructions.

(c) A broker, who in good faith or otherwise exceeds his authority, is liable for resulting damages.

(d) A broker who negotiates a contract without disclosing his principal's name is responsible as principal until the real principal's name is given and accepted by the other party.

(e) A broker, who in good faith negotiates a contract which is in accord with instructions from both his principals, who at the time of negotiations advises each principal the name of the other, and who completes such negotiations in accordance with the rules and customs governing such transaction, thereby fulfills all his obligations and has no further liability to either of his principals, unless otherwise agreed. The contract so negotiated is valid and binding between the buyer and seller, the same as if it had been negotiated directly between them.

(f) Brokerage shall be credited when contract is accepted by principals to the transaction, unless otherwise specified.

A person is not a broker—
First: Who has possession and absolute control of merchandise shipped to him to sell and collect the price. (Therefore, a commission merchant, to whom feed is consigned for sale, is not a broker.)

Second: Who receives a salary instead of a commission or brokerage.

Third: Who acts for one principal to the exclusion of all others.

Rule 4—Bills of Lading. Bs/L attached either to invoices or to drafts shall be original and negotiable, and in conformity with the specifications of the contract on which the shipment is to apply, and shall be signed in accordance with rules of carriers. Any loss resulting from irregular or incorrect Bs/L shall be paid by the seller.

Rule 5—Demurrage or Additional Charges. The seller shall be liable for any demurrage and/or additional charges accruing on feed billed to "shipper's order," when such charges can be shown to have accrued by reason of the inability of the buyer, through act of seller or his agent, to get possession of the B/L, whenever said B/L is necessary to furnish disposition.

Rule 6—War Tax on Freight Charge. On all feeds sold at a delivered price it shall be the duty of the seller to pay the federal freight tax. The buyer shall pay such federal freight tax where feed is sold at a price f. o. b. shipping point.

Rule 7—Carload. A carload shall be forty thousand (40,000) pounds, unless otherwise specified at time of purchase; Provided, that where rules of carriers lawfully on file with the Interstate Commerce Commission or state railway commissions, provide for minimum carload weights in excess of the above, such minimum weights shall constitute a carload within the meaning of this rule.

Rule 8—Maker of Feed. A sale of feedstuffs by any miller or manufacturer shall mean goods of his own manufacture, unless otherwise specified at time of sale.

Rule 9—Origin of Feed. (a) A sale of feedstuffs by any other than a manufacturer shall not of necessity mean that the feedstuffs will originate at the home address of the seller. If at time of sale buyer requests origin, seller is obliged to give same by zones, as follows:

Zone No. 1—Shall mean either Kansas, Nebraska, Oklahoma, Texas.

Zone No. 2—Shall mean either Missouri, Illinois, Iowa.

Zone No. 3—Shall mean either Indiana, Ohio, Michigan, Kentucky, Tennessee.

Zone No. 4—Shall mean either Minnesota, Wisconsin, North Dakota, South Dakota.

Zone No. 5—Shall mean either Colorado, Utah, Wyoming, Montana, Idaho, Oregon, Washington, California.

Zone No. 6—Shall mean either New York, Pennsylvania, Virginia, Maryland.

(b) A sale of feedstuffs contemplates shipment from mill on or after date of sale, unless otherwise specified.

(c) The differential in freight rates shall be those in effect on date of sale from seller's business address, unless otherwise specified.

Rule 10—Privileges. In all delivered sales to any of the following trunk line terminal points, namely, Boston, New York, Philadelphia and Baltimore, the point specified shall be considered as a rate basis only and not necessarily final destination of goods, and shipment shall be made to any point and via any line open for business in the Eastern trunk line territory designated by the buyer which is reached by lake or lake and rail lines during the season of navigation, or by all-rail trunk lines at other times, at the differential in effect at the time of shipment, as shown by published tariff rates, provided shipment is made within contract time.

Rule 11—Definitions. In the absence of agreement to the contrary, definitions of feedstuffs shall be the same as those adopted and promulgated by the Ass'n of Feed Control Officials of the United States.

Rule 12—Guarantee of Condition. (a) It is understood that all feedstuffs are sold and purchased as being in sound and merchantable condition, unless otherwise expressly provided; and that all feedstuffs shall be guaranteed by seller to reach first unloading point in the same condition, unless damaged condition is fault of common carrier, such guarantee as to keeping quality to end within forty (40) days from date of shipment when not held in transit on buyer's orders; when held on buyer's orders the guarantee to end within thirty (30) days. This is to apply to shipments from mills located on the West bank of the Mississippi river and East thereof. On shipments from mills West of the West bank of the Mississippi river the guarantee shall be extended five (5) days. This applies to all sales, whether made f. o. b. mill, shipping point or final destination.

(b) If a car of feedstuffs is found out of condition upon arrival, it shall be the duty of buyer to notify seller instantly by wire or telephone.

Rule 13—Packing. (a) It shall be understood that all feedstuffs when sold in sacks shall be packed in new bags, unless otherwise specified at time of trade.

(b) The weight of packages shall be net when packed, and two thousand (2,000) pounds net shall constitute a ton.

Rule 14—Shortage, Damage and Overcharge. All claims for shortage or damage shall be made by the receiver within ten (10) days after arrival, and must be accompanied by paid expense bill with railroad agent's notation as to damage; likewise condition of equipment and seals. Upon receipt of complete papers covering freight overcharge on delivered sales seller shall immediately reimburse buyer. If buyer does not comply with these provisions, seller will undertake to collect claim for account of buyer. This rule has no reference to feedstuffs arriving out of condition, as covered by Rule 12 (b).

Rule 15—(a) Immediate or Rush Shipment shall mean shipment within three (3) calendar days from the day directions are received by seller.

(b) **Quick Shipment** shall mean shipment within five (5) calendar days from the day directions are received by seller.

(c) **Prompt Shipment** shall mean shipment within ten (10) calendar days from the day directions are received by seller.

(d) **Unspecified Shipment.** Where shipment is not specified prompt shipment is understood.

(e) **Loaded, Spot, Instant, or on Track** shall mean that the goods are actually loaded and ready for billing, and the lading must be dated on the day of sale.

(f) **In Transit** shall mean that the lading must be dated at least one day prior to date of sale.

(g) **Deferred Shipment.** In the purchase and sale of feed for deferred shipment the following specifications shall govern: Where a specific number of days is not specified in contract, but the time is referred to as first half or second half of a given month, it shall be understood that up to midnight of the 15th shall be considered the first half (this including February), the remainder of the month to be considered as second half.

(h) The date on original B/L from point of origin, as shown on exchange B/L, shall be accepted as the original date of shipment; provided the shipment originates in the zone specified.

(i) **Season Shipments.** Season shipments shall mean shipments any time, at the seller's option, between the date of sale and December 31 of the current year, inclusive.

Rule 16—Directions. Unless otherwise agreed all sales are understood to be for shipment at seller's option. Specifications on sales for immediate or quick shipment must be furnished at the time the transaction is closed. On sales for prompt shipment such specifications must be furnished within three (3) days from date of the transaction. On sales for longer period specifications must be furnished by buyer within three (3) days after demand by seller, and in any event at least ten (10) days prior to expiration of the contract, whether such specifications have been demanded by seller or not. In the event buyer fails to furnish specifications, as required under these rules, or violates any of the other terms of the contract, seller shall have the following rights:

(a) To resell goods in the open market for buyer's account, buyer to pay seller the loss incurred; or,

(b) To retain goods, buyer to pay seller difference between contract price and market price, in event of market price being lower, and also in addition thereto fifty (50) cents per ton; or,

(c) To cancel the contract or any unshipped portion thereof.

(d) Seller must notify buyer within twenty-four (24) hours after expiration of contract which one of the above rights he elects to exercise.

(e) Shipping directions furnished by buyer before notice is sent by seller exercising one of the above options or rights must be accepted by seller and filled.

(f) It shall be the duty of seller, without demand, in event of default of contract, to notify buyer of that fact by wire or telephone prior to noon of day following date of expiration of contract.

Upon failure of seller to ship as required by contract, buyer shall have the following rights:

(a) To cancel that part of the contract upon which there has been default; or,

(b) To buy in the open market a like quantity and quality of feedstuffs for seller's account, seller to pay buyer the loss incurred; or,

(c) To hold seller to difference between the contract price and market price, if the market price is higher than the contract price, together with an additional charge of fifty (50) cents per ton.

(d) Buyer must notify seller, within twenty-four (24) hours after expiration of contract, which one of the above rights he elects to exercise.

(e) Shipments made prior to receipt of notice from buyer, exercising one of the above options, must be accepted and paid for.

Rule 17—(a) Delivery of Documents. Where both buyer and seller are located in the same city, seller shall have until 12 o'clock noon of the next business day following the expiration date of the contract within which to deliver documents or particulars showing completion of contract. Where buyer and seller are not located in the same city, documents must be deposited in bank or particulars showing completion of contract mailed to buyer not later than two days subsequent to the expiration date of the contract.

(b) On all shipments the date of issuance of B/L signed by the agent of the railroad issuing same, shall be conclusive evidence of date of shipment, in the absence of fraud.

Rule 18—Registration. On delivered sales of feedstuffs the seller guarantees that the feedstuffs shall comply with the laws of the state into which it is sold, including registration and tax, if any.

Rule 19—Refusal of shipment. Failure to make any shipment in keeping with the terms and conditions of a contract shall be grounds for the refusal only of such shipment or ship-

ments, and not for the rescission of the entire contract or any other contract between buyer and seller.

Rule 20—Arbitration. In cases of arbitration of disputes resulting from transactions in feedstuffs, where one or both parties to the dispute are members of Trade Ass'ns or Exchanges that have adopted these rules, these rules shall define the rights of the parties and shall be the basis of award.

REPRESENTATIVES of American exporters should be at Havana to protect their interests is the advice cabled on Mar. 14 by Consul Hurst. He also advises that future shipments be made in bottoms for which docking facilities have already been provided.

"MORE BUSINESS methods in government and less government management of business" will be the general discussion at the ninth annual meeting of the Chamber of Commerce of the United States to be held at Atlantic City April 27 to 29.

Reconstruct on Practical Foundation.

Address by H. A. Foss before National Scale Men's Ass'n.

We are in the midst of the reconstruction period. All sorts of ideas are being advanced as the panacea for the world's ills. Unfortunately, in times such as these, men are prone to turn to untried theories as a cure-all for our country's troubles. The man with a theory, no matter how impractical it may be, can find willing ears on every crossroad of the earth. Altho theory has its place in the world's progress, and an important place, too, yet reconstruction, in times like the present, is work for practical minds, just as our weighing and scale ills will be cured by the practical men of this organization, and by others who have had long experience in such matters.

The theories of men, with small practical experience, have their place and value, but for emergency measures I am partial to plans based on actual experience in the field. The old axiom—"Follow the hardheaded practical man if you would wear diamonds; follow the inexperienced theorist if you would go through life dreaming," has much merit to it; and yet the untried theory of today may be the practical thing of tomorrow. This is no time for building air castles. Like the scale, what the world now needs is a strong, solid foundation on which to work out ideas that are based on common-sense, and on practical experience. And, all the while, in working out these ideas, we should keep uppermost in our minds Dean Davenport's suggestion for the eleventh Commandment: "When in trouble thou shalt always keep a stiff upper lip and keep your powder dry."

And so with our scale problems. *Let's tackle them like men.* Let's resolve to accomplish more this year in curing our weighing ills, than we have ever accomplished before. And we can do it, too, if we will but earnestly and genuinely try.

I shall next read you some verse appropriate to the thought I am trying to convey to you entitled "Fishing," by Prof. Rankin:

"Supposin' fish don't bite at first,
What are you goin' to do?
Throw down your pole, chuck out your bait
And say your fishin's through?"

You bet you ain't; you're goin' to fish.
An' fish, an' fish, an' wait
Until you've ketched a bucketful
Or used up all your bait.

Suppose success don't come at first,
What are you goin' to do?
Throw up the sponge and kick yourself
And growl, and fret, and stew?

You bet you ain't; you're goin' to fish.
An' bait, and bait ag'in.
Until success will bite your hook.
For grit is sure to win."

And so, brothers, let's put our shoulders to the wheel and go merrily, merrily on. I say merrily, did you ever hear of the philosophy about, "A merry heart doeth good like a medicine"?

Seeds

MILWAUKEE, WIS.—The Milwaukee Seed Co. is now located in its new buildings.

MARSHALL, TEX.—Next season we expect to handle a full line of seeds.—Pitts-Lothrop Co.

SOUTH BEND, IND.—Werner Bros. have purchased the seed business of Dale Rowe.

OSHKOSH, WIS.—The Oshkosh Seed Co. has just completed improvements to its seed bins.

TULSA, OKLA.—The Muskogee Seed Co. has purchased the Oklahoma Seed House in this city.

HILBERT, WIS.—The seed business of T. H. Runte has been purchased by the Farmers Elevator Co.

FREE SEED PROVISIONS in the agricultural bill were protested against when the bill was adopted by the Senate.

MILWAUKEE, WIS.—The Ferry Seed Service has been incorporated by S. E. Dill, M. A. Bruce and T. L. Croteau.

NEW MADRID, MO.—The Farmers Ass'n has taken over the Murray Phillip house here and is using it for the storage of sunflower seed.

MASSILLON, O.—The United Produce & Seed Co. has been incorporated for \$10,000 by E. Wefler, C. F. Liebig, O. J. Sorg, H. Liebig and W. Blanchard.

WINONA, MINN.—H. L. Dickens, formerly manager of the Winona Flour Co. has taken a position with the Northern Field Seed Co. as traveling representative.

RUSSELLVILLE, ALA.—The Russellville Chamber of Commerce is purchasing seed in car-load lots and is distributing it without profit to farmers in Franklin county.

MADISONVILLE, KY.—Clover fields in this part of the state are looking well. Many of the farmers have increased their acreage this year because of the low price of clover seed.—C.

C. W. JACKSON for a number of years manager of the seeds department of the Crabbs Reynolds Taylor Co. at Crawfordsville, Ind., has gone into the florist business on his own account.

INVESTIGATION of diseases which interfere with the production of flax is provided for in a \$379,000 appropriation included in the appropriations made for the department of agriculture.

BATTLE CREEK, MICH.—Because of the low prices offered for grain and livestock farmers of Calhoun County are planning to raise clover in large quantities according to County Agent Paul Jamieson.

SAN JOSE, CALIF.—C. R. Kimberlin of the Kimberlin Seed Co. passed away at his home at the age of 56. He is survived by a wife and one son. The business will be continued under the name of the Kimberlin Seed Co. by L. M. Kimberlin, a brother of the deceased.

Imports and Exports of Seeds.

January imports and exports of seeds, compared with January, 1920, and for the 7 months ending January, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.		EXPORTS.	
	January 1921	1920	7 mos. ending Jan. 1921	1920
Beans and lentils, bus....	36,958	492,191	677,103	2,843,304
Castor beans, bus...	11,187	115,901	534,816	816,643
Flaxseed, bus....	386,630	2,186,287	11,225,600	11,775,993
Red clover, lbs.	875,176	2,456,287	1,382,190	8,443,028
Oth. clovers, lbs.	988,866	2,643,519	4,193,616	14,814,316
Oth. gr. sds., lbs.	809,942	3,601,416	4,225,221	16,255,942
Peas, bus.....	31,938	43,483	2,440,212	1,261,442
Sugar beet seeds, lbs.	928,635	1,639,843	14,483,352	11,086,505
Beans, bus....	151,634	419,176	584,583	1,080,203
Flaxseed, bus....	26	4,719	1,271	14,255
Clover, seed, lbs.	716,200	892,916	2,910,210	3,133,023
Timothy, lbs...	3,710,119	2,884,364	8,468,131	9,424,888
Oth. gr. sds., lbs.	998,521	297,884	3,546,746	2,643,375

NEW YORK, N. Y.—The H. W. Doughten Seed Co. is now in the hands of T. H. Matters, Jr., receiver.

CRAWFORDSVILLE, IND.—Paul Reynolds, for some time with the seed firm of W. H. Small & Co. at Evansville, Ind., is now traveling for the Crabbs Reynolds Taylor Co. of this city.

GRAFTON, N. D., Mar. 24.—The farmers in this section have plenty of seed and will not have any trouble in financing their operations. —Farmers Co-op. Grain Co., by Paul Anderson, mgr.

SEED GRAIN, how it is to be handled and stored, is one of the subjects being taught in the course for grain elevator operators being given by the Kansas Agricultural College at Manhattan, Kan.

SPRINGFIELD, Mo.—The Springfield Seed Co., one of the largest seed concerns in this section of Missouri instead of issuing a catalogue this year used a special 8 page color supplement in a local newspaper. P

WAPAKONETA, O.—The Ohio Seed Co. is now in charge of J. H. Weghors of Indianapolis, Ind. Mr. Weghors has been in the seed business before but recently he has been connected with a vegetable canning establishment.

MICHIGAN handlers of seed beans have been requested to send their seeds to the Michigan Agricultural College at Lansing, Mich., for inspection in order to prevent as far as possible the planting of beans infected with anthracnose, a bean disease very prevalent in a rainy season.

SUGAR BEET SEED production which started in many western states during the war because of the inability to secure foreign grown seed, is about over, according to W. K. Winterhalter of Idaho Falls, Ida., who had charge of raising more than 5,000,000 lbs. of the seed in the last five years.

JOHN LEWIS CHILDS, in the seed business at Floral Park, a suburb of New York, died suddenly on Mar. 5 while on a railroad train bound for his home. Mr. Childs had been in the seed business all his life and will be remembered as an active member of the American Seed Trade Ass'n.

CHICAGO, ILL.—To arrange for the displays and exhibits of seeds, grain and other agricultural products at the annual grain show to be held in Chicago this fall agricultural representatives from practically every agricultural college in the grain producing states met in Chicago, Ill., on Mar. 21.

TOLEDO, O.—The demand for alsike has been slow, especially of grades of inferior quality. Receipts of this character of seed have been increasing and the discounts have widened. Some of it will have to be carried over another season, and on this account is selling at low prices.—Southworth & Co.

EVANSVILLE, IND.—Much clover seed has been sown in Pike and other Indiana counties this spring owing to the low price of clover seed. In Pike County the acreage is said to be the largest in 10 years. Acreage sown to alfalfa is also larger. Some fields in southern Indiana are now one half a foot high. Southern Indiana farmers have increased their alfalfa acreage this year because many feel it is the best paying crop that can be raised.—C.

TOLEDO, O.—Clover seed very active this week. Spot demand and the big shipments out of Toledo the features. At one time prime was 55c over March. Situation must have been acute in some places. S. O. S. signals went out and many lots were sent by express. Dealers here report the best spot business in many a season. Say it's been going on since Jan. 1st. Another feature was the call from the seaboard markets for high grade seeds in all amounts. Evidently the much touted foreign seed was not useful. Quality too poor and the demand urgent for good stuff. There may be a lot of this foreign seed left at the end of the season, but will it figure in the price making for the next crop? We doubt it. We always figure 50 to 60,000 bags can

come to our shores without materially affecting our prices. It will fall way short of that with qualities undesirable. October seed will be the barometer of the next crop. Will reflect the growing crop, domestic and foreign. Both normal now. Acreage an unknown quantity.—J. F. Zahm & Co.

GREAT FALLS, MONT.—There is sufficient good wheat for seeding purposes within the state. A little shortage perhaps in some localities and a surplus in others makes it necessary to move small quantities that all may be supplied. It will not be necessary to go out of the state for pure seed as there is none better than that grown in Montana last year for purity and germinating quality.—J. Watkins, sec'y Northwestern Grain Dealers Ass'n.

EDWARD C. DUNGAN, at one time pres. of the American Seed Trade Ass'n and for many years general manager of the William Henry Maule Co. of Philadelphia, Pa., passed away recently from complications arising from an operation. Mr. Dungan is well known in the seed trade and has been connected with the Maule Co. since he was a boy. The steady growth of the concern with which he was connected is attributed largely to Mr. Dungan's hard work.

KANSAS CITY, Mo.—The Rudy Patrick Seed Co. in a complaint filed with the Interstate Commerce Commission protested that the rates charged by the St. L. S. F. on mixed carloads of seeds containing cowpeas and sudan grass seed were unjust and unreasonable. One car was shipped to Kansas City from Lamar, Mo., and the other car was shipped from Middleton, Okla. The shipment from Lamar contained millet, feterita, cane seed and cowpeas and the rate charged was on the basis of the carload millet rate, the highest rated commodity in the shipment. Charges were also assessed on the combined actual weight of the cane, feterita and millet seed to which was added the less than carload rate on the cowpeas upon which no commodity rate was published. On the shipment from Middleton which contained millet, cane and sudan seed, charges were assessed on the basis of the millet seed rate and a minimum weight of 30,000 lbs. On the sudan seed upon which no tariffs were published, a carload class rate of 72.5 cents was charged. Complainants contended that sudan grass which has a value less than clover or alfalfa should be moved at rates not to exceed the rates in effect on cane seed. The Commission in dismissing the case said the charges were not unreasonable and were legally assessed. Commissioner Eastman who dissented from the other members of the commission said in part: It seems to me that any rule which results in a higher aggregate charge on a mixed-carload shipment at a carload rate than would result under the carload rate on one or more of the commodities and the less-than-carload rate or rates on the remainder is unreasonable.

Forage Plant Seed Imports.

Imports of forage plant seeds for the month of February were reported in pounds by the Bureau of Plant Industry, U. S. Dept. of Agriculture, as follows: Alfalfa, none; Canadian blue grass, 265,000; brome grass, none; alsike clover, 462,100; crimson clover, 187,100; red clover, 2,689,200; white clover, none; clover mixtures, none; foxtail millet, 147,600; orchard grass, none; rape, 112,000; red top, none; English rye grass, 122,300; Italian rye grass, 13,100, and vetch, 46,500.

Imports during February, 1920, follow: Alfalfa, 1,588,500; Canadian blue grass, 28,500; brome grass, awnless, 15,100; alsike clover, 414,700; crimson clover, 448,800; red clover, 3,108,000; white clover, 84,100; mixtures of timothy and alsike, 18,000; mixtures of timothy, alsike and white clover, 900; fescue, 2,000; foxtail millet, 77,300; orchard grass, 471,500; rape, none; red top, 6,000; English rye grass, 225,400; Italian rye grass, 111,500, and vetch, 202,500.

From the Seed Trade.

LAWRENCEBURG, TENN.—The vicinity around Lawrenceburg is noted for its soy beans and sweet potatoes. Many farmers cater to the breeding of good seed corn, as this section produces the best seed corn grown in the south. Some clover is produced for seed here but no blue grass. In Tennessee there is little Johnson grass produced for seed, but here as well as elsewhere some farmers have to try it and get fooled, as have the farmers of Mississippi. This year as never before farmers are sowing clover for its value as fertilizer. Farmers in Tennessee as a rule use clover for its fertilizer value, especially here in the middle part of the state. That many farmers in the lower sections of Tennessee will sow clover this year is evidenced by our sales to date. The reason for this is that many have lost out on their cotton. The 1921 prospects are fine, as we are close to a cotton section hurt to the extreme by continuous cotton farming. Farmers seem anxious to get into clover and grass growing and to do more systematic farming.—Remke Seed & Grain Co.

FREMONT, NEB.—Farmers in Nebraska have a fairly good acreage of winter wheat, but many of them have not put in, and will not put in any wheat this year. Most of them are using white blossom sweet clover, alfalfa and other clover and grass crops and many of them have sown oats as a protect crop for the young grass and clover plants. The conditions, however, have been, and are now, very dry and some farmers seem to question if the oats will come up unless we get rain very soon. We have not handled grass and clover seed of any kind, the only field seed that we handle being corn. We are, however, in touch with grass and clover seed handlers and they all report a greatly improved demand for grass and clover seed. The demand for seed corn has been very limited, largely on account of the excessive high and prohibitive carload and less than carload rates, necessitating the seed trade buying what limited seed corn they have demand for nearer home. The above in spite of the large area throughout central and northern Illinois and Ohio, where we have been given to understand that the corn is very poor quality for seed purposes and in some localities contains too much moisture to be used for ordinary elevator purposes, without being dried.—William Emmerson, mgr. Western Seed & Irrigation Co.

OAT CLIPPINGS which only a short while ago were commanding a price of \$28 per ton may now be had f. o. b. free for the asking.

MACARONI MANUFACTURE in Italy is now 40% less than it was before the war according to the Italian Confederation of Industry.

BAKERS at Vigo, Spain have formed an ass'n for the purpose of standardizing the baking industry of that city. The ass'n which is capitalized at 500,000 pesetas plans at first to import all flour from the United States. Later it intends to import wheat and have it milled in Spanish mills.

WITH FARMERS over-borrowed and discouraged, bank credits restricted, spinners taking reduced qualities of cotton, we should diversify our crops and livestock. The farmer should raise his food and feed and not depend upon borrowed money or credit stores to take care of his necessities.—J. A. Whitehurst, pres. Oklahoma State Board of Agriculture.

NON PARTISAN operated stores at Fargo, N. D., and 36 other North Dakota cities have been placed in the hands of W. C. Johnson, receiver. Liabilities of the business which was operated as the Consumers United Stores Co. is placed by Mr. Johnson at \$300,000. The assets, in the form of notes from stockholders who cannot make payments amount to \$981,000.

Grain Carriers

THE port of Montreal is expected to be open by April 10.

IDLE CARS on all lines on Mar. 15 numbered 424,409, according to the American Railway Ass'n.

IDLE FREIGHT CARS for the week ending Mar. 8 numbered 421,748 compared with 412,800 for the previous week.

ESTABLISHMENT of a regular freight service between Seattle and Europe is contemplated by the Royal Mail Steam Packet Co.

N. P. EQUIPMENT may no longer be loaded for shipment to points on foreign lines is the substance of a recent order to millers on that road.

KANSAS CARRIERS would have the Kansas Industrial Court make a ruling effective that would permit but one inspection stop for grain shipments.

EXTENSIONS and improvements of the Canadian Pacific in Western Canada will be postponed until business conditions become more settled according to vice pres. D. C. Coleman.

LOADERS and unloaders of grain and coal barges at New York harbor numbering 2000 walked out on March 10 when the New York Boat Owners Ass'n proposed a lower wage scale.

NEVADA FREIGHT and passenger rates must be raised to equal the Interstate rates by April 28 according to an order issued on March 22 by the Interstate Commerce Commission.

VESSEL OPERATORS at many of the lake ports say that regardless of the condition of the lakes navigation will not commence until unusually late because of the lack of demand for cargo space.

PROPOSED rate increases from the West to New England on all freight would increase the 1½ cent grain differential over Baltimore to 6c per 100 lbs. The result would be no export thru New England.

DESPITE the fact that ocean rates are many hundred per cent lower and that there is no demand for ocean tonnage marine workers say they will tie up all shipping rather than accept a 10% cut in wages.

FEDERAL OWNED barges which operated on the Erie Canal are to be leased or sold to private interests according to Chief of Inland Water Service, W. D. Connor. Bids will be received until 10 a. m. April 7.

LEAKING GRAIN CARS arriving at Milwaukee are on the decrease. In June 1920, 37% of the grain-laden cars arriving at Milwaukee were in a leaking condition, while during January, 1921, only 17% of the cars were leaking.

TRANSIT PRIVILEGES on grain at Milwaukee originating at points in Iowa on the Spirit Lake Branch of the C., M. & St. P., have been canceled. The road has promised to re-establish the privileges in a new tariff supplement.

FT. WILLIAM, Ont., grain elevator operators expect lake navigation to commence about April 15. At present there is 40,000,000 bus. of grain waiting to be moved. A rate of 4½ cents to Lake Erie ports is expected to be effective.

RAILROADS are the largest consumers of coal and a reduction of their rates is made difficult by the high price of coal, under the wage agreement to stay in effect until Apr. 1, 1922. Miners have had 5 wage advances from \$3.00 to \$7.50 per day.

CAUSES of the present railroad predicament are clear. First, the many mistakes of the McAdoo railroad administration; the Adamson law, the overtime pay regulations, and, worst of all, the standardization of wages.—Senator Albert B. Cummins.

A TEMPORARY INJUNCTION of the District Court at Salt Lake City, Utah, which restrained certain railways in Utah from charging the rates prescribed by the Interstate Commerce Commission was revoked on Mar. 18.

"GERMINATING SEASON. RUSH this shipment to destination to avoid damage" is the way traffic manager Charles Rippin, St. Louis Merchant Exchange advises that shippers should mark their Bs/L to avoid any unnecessary delay in transportation.

THE FARMERS Square Deal Grain Co. has filed complaint No. 12237 against the Fox & Illinois Union Ry., asking that thru rates be opened for the shipment of grain from Morris and Newark, Ill., to South Chicago, Ill., and that joint rates be established.

SHIPPERS along the Illinois Southern, a 133 mile Illinois carrier upon which operations have been discontinued, paid \$900,000 for the property and a new company formed has been granted permission to operate by the Illinois Public Utilities Commission.

REDUCED GRAIN RATES will be asked by the Kansas City Board of Trade at the hearing on the Mississippi Valley rates, which is to be held on April 9 at Memphis, Tenn. Another subject which will be discussed is the present Baltimore and New Orleans differentials.

GRAIN LOADINGS on the St. Paul during the week ending Mar. 19 amounted to 1,945 cars compared with loadings during the corresponding week in 1920 of 2,025 cars. Total freight loadings showed a corresponding decrease, amounting to 25,453 cars for the week, compared with 37,916 loadings in the same week in 1920.

OF EVERY DOLLAR collected by a carrier approximately 61 cents goes to labor; 19 cents goes for the purchase of materials and supplies; 11 cents goes for coal; about 4 cents for taxes; 3½ cents for loss and injuries and less than one cent for rent and equipment, according to an analysis made by the Bureau of Railway News & Economics.

THE RAILROADS have been affected in much the same way as other businesses. They too must adjust themselves to a more normal basis and already have passed the worst. Anything that develops from now on will be for the good of the railroads and their employees and for the good of general prosperity.—A. C. Johnson, vice-pres. C. & N. W.

FREE TRANSIT PRIVILEGES at Milwaukee on grain originating on the C. St. P. M. & O. in Minnesota, Iowa and South Dakota south of Mankato and which were canceled during the period of federal control have been partially restored. Now free transit privileges are allowed on grain originating in the Minnesota and South Dakota south of Mankato.

JOHN K. JENNINGS of Evansville, Ind., has filed a suit against John Barton Payne, director of railroads, alleging that 25,000 pounds of baled hay shipped from Browns, Ill., to Canoacha, Ga., on Sept. 28, 1918, over the Southern Ry., was damaged by being shipped in a car that permitted the rain to beat on it. Jennings asks \$500 damages.

BARGE SERVICE operated on the Mississippi River between St. Louis and New Orleans by the federal government was resumed on March 21. This year six barges will leave each port per month whereas in 1920 only four sailings were made a month. Additional sailings are made possible by the addition of new barges to the fleet. The 45 barges now in the service have capacities ranging from 500 to 2000 tons.

BOX CARS carrying grain into Milwaukee were more heavily loaded during 1920 than they were in 1919, according to a report made by the Weighing Department of the Milwaukee Chamber of Commerce. The average bushels in cars arriving during 1920 follow: Wheat, 1350; oats, 2115; corn, 1425; barley, 1545; and rye, 1390; compared with loads in 1919 of wheat, 1350; oats, 2020; corn, 1425; barley, 1545 and rye, 1390.

WHERE interstate proportional or reshipping rates are named on shipments originating beyond reshipping or transit points such rates are applicable only in case the inbound charges are based on the inbound interstate rates.—George L. McGinty, secy. Interstate Commerce Commission.

SO MUCH did the federal control which paid bills out of the taxpayers money appeal to pres. S. D. Warfield of the Seaboard Air Line that he is now out with a proposal that the government back a national service corporation for the purpose of furnishing railways with equipment at cost.

NEGLECT in the movement of cars of grain from points in the Northwest to the Conover Grain Co., Peoria, Ill., by the C. St. P. M. & O. is charged in a suit filed in Peoria by the Conover Grain Co., alleging that the time taken to move the shipments varying from 12 to 50 days caused considerable loss and damages amounting to \$4,400.

PORT REPRESENTATIVES ordering extensive alterations to the interior of vessels clearing Vancouver, B. C., with grain has resulted in dissatisfaction among the shipping interests. The Alberta Pacific Grain Co., Vancouver, was recently informed that a vessel refused to come to the port because the ship owners did not know the port regulations.

CANADA'S rail deficit for 1920 amounted to \$69,593,441; compared with a deficit in 1919 of \$48,000,000. Minister of Railways Reid on Mar. 17 in an announcement about the deficit said: Out of every dollar earned we had to pay 75 cents for operating wages and 20 cents for fuel, leaving 5 cents for other requirements, which totaled 29 cents.

JOHN J. ESCH, former representative from Wisconsin and co-author of the Esch-Cummins Bill, has been selected by Pres. Harding as a member of the Interstate Commerce Commission. When the appointment came before the senate Senator La Follette of Wisconsin succeeded in having the approval postponed until the next session of Congress which convenes on April 11.

THE SEAMANS LAW, which provides that lake vessels shall operate their crews but eight hours per day and which makes it necessary that every vessel sailing the lakes shall carry three full crews, is working such a hardship on lake carriers that H. W. Thorp of the Goodrich Transportation Co. announced that a general reduction in lake service would take place.

THE CALIFORNIA Citrus League in its argument to the Interstate Commerce Commission states that the two increases in the rates on lemons and oranges to the eastern market are equivalent to the owner putting a mortgage of \$2,681 per acre on his grove without getting any money for it. Present rates do not pay the orange grower anything, but yield a loss of 27 cents a box.

SUITS have been filed in the Municipal Court at Chicago, Ill., by Owen L. Coon as follows: against the C. M. & St. P. for \$800 for a farmers elevator, for \$900 for ReQua Bros.; against the C. & G. W. for \$800 for a farmers elevator; against the P. M. for \$1000 for Carr Bros.; against the C. & N. W. for \$600 for B. R. Wood and against the C. R. I. & P. for \$600 for Birkett & Westfall.

THE GOVERNMENT REPORT on the condition of the great lakes, made public on Mar. 14, says: Lake Erie has but little ice except that packed along the shore. At Erie, Pa., practically no ice at Buffalo; Lake St. Clair and Detroit River show large amounts of open water. The southern end of Lake Huron has but little ice, while the Straits at Cheboygan have been filled with ice by easterly winds. In Lake Superior the ice in the Duluth-Superior harbor is 17 inches thick, and on account of the unfavorable winds the ice extends for four miles out. With western winds much of this ice will drift out. At Sault Ste. Marie the ice is 14 inches thick.

THE KANSAS CITY Northwestern, a road connecting Kansas City, Kan., with Meager, Jct., Seneca, Virginia and Leavenworth, Kan., and upon which service has been temporarily discontinued is being investigated by the Kansas City, Kans., Chamber of Commerce which hopes to electrify the road and supply electricity for its operation from the municipally owned Kansas City electric plant. Resumption of service will greatly facilitate the movement of grain from the elevators located thereon which are now closed.

RESHIPING RATES from Chicago, Ill., on grain, grain products and grain by-products to Ohio River crossings on shipments destined to points in southeastern and Carolina territories which are to become effective on April 15 are given in a bulletin issued by the Transportation Department of the Chicago Board of Trade. Material destined to Carolina territory will take the following rates per hundred: When originating in trans-Mississippi River territory (except northern Iowa territory) to Cairo, Evansville, Metropolis and Thebes, 11 cents, to Cincinnati, New Albany and Jeffersonville 12 cents and to Louisville 13½ cents; when originating in northern Iowa and northwestern territory to Cairo, Evansville, Metropolis and Thebes 11 cents, to Cincinnati, New Albany and Jeffersonville 14½ cents, and to Louisville 16 cents; when originating in other territory to Cairo, Evansville, Metropolis and Thebes 11 cents, to Cincinnati, New Albany and Jeffersonville 14 cents and to Louisville 15½ cents. When destined to southeastern territories rates are the same to the Cairo group towns. They are also the same to Cincinnati group towns except for grain originating in northwestern and northern Iowa territories, where the rate is 11 cents. From trans-Mississippi territory to Louisville the rate is 12 cents per hundred. From northwestern and northern Iowa territory it is 12½ cents and from other territory it is 14 cents.

Wisconsin's Rate Case Closes.

Arguments in the Wisconsin rate case closed on Mar. 15. with attorney M. B. Olbrich of Wisconsin pleading that the states be returned their right to regulate the rates of fare on intrastate commerce.

Another brief filed by the state argued that an increase in rates of but 6.4% would have been sufficient to have returned the roads 6% on their investment.

The Interstate Commerce Commission, represented by P. J. Farrell, enumerated many instances of discrimination alleged to have resulted when certain states did not permit carriers to charge rates as high as the interstate rates.

ENGLISH MILLERS are not in favor of the complete decontrol of the grain and milling business until Aug. 31 even if the British government would finance them to the extent of £1,500,000 as has been proposed.



Salt Block Presses in Plant of Carey Salt Co., Hutchinson, Kan.

Block Salt for Live Stock.

Natural rock salt even tho containing impurities has long been used when it was desirable to keep salt before farm animals at all times without waste. The same valuable feature of a lasting supply but without the dirt and other impurities is found in the block salt made by the Carey process with pure salt as the basis.

Instead of digging down for the salt it is dissolved in pure water and pumped up to be evaporated. A pipe about six inches in diameter, is forced down into the bed of salt. A smaller pipe is then suspended in this larger pipe, also into the bed of salt, but to a lesser depth. Water, either cold or hot, is forced down the smaller pipe under about 120 pounds pressure. The water coming in contact with the salt dissolves it and the fresh water constantly flowing down thru the smaller pipe forces a like amount of the brine up thru the larger pipe. The brine coming to the top then flows into both granary pans and vacuum pans, the former making a coarse grade of salt, while the salt from the vacuum pans is of a finer quality.

The salt is now ready to be treated for its various uses, some for stock feeding, some for manufacturing purposes, some for table salt. Much of the salt for stock feeding is made into blocks, facilitating its handling.

The salt, except that which is to be used for bulk shipment, is passed thru a drier under 300 degrees of heat, then screened to remove the coarse lumps. It is then elevated, in the same manner as grain, about 50 feet passing thru electric screens of three grades of fineness, some thru each, depending upon the purpose to which it is to be put.

Of great importance to the stock raising industry is the Carey-ized live stock salt. This is pumped up just as the other grades of salt, but it is pressed in great machines until it takes the shape of blocks or bricks. When stock tonic is to be made, the medicinal ingredients are added in proper proportions before the blocks are pressed in shape. In the engraving herewith are shown the presses making the blocks of salt at the plant of the Carey Salt Co.

One of the improved methods adopted by this company is the shipping of salt in bales instead of loose in barrels. The small bags are put in large cubical bales that pack in a car without loss of space. It is easier for the feed dealer or grocer to sell the salt out of a bale than out of a barrel.

For the convenience of grain dealers in Iowa, Nebraska, South Dakota and Minnesota the company has established a northern office in the Grain Exchange Building at Omaha, in charge of F. S. Roberts.

A BILL H. R. 14467 introduced into the house by Representative Steenerson of Minnesota would declare all organizations and similar bodies which maintain regular trading rooms for members, for the purchase, sale or exchange of grain in interstate or foreign commerce under the standards fixed in the Grain Standards Act to be public markets. All such markets would be open to membership therein by any person, firm, corporation, etc., desiring to trade in grain provided the business methods and plan of organization of the applicant is not in contravention of the reasonable rules, regulations and by-laws of such market. Rules, regulations or by-laws of public markets as defined in the bill which control, limit or modify the corporate powers of members in the distribution of profits to stockholders and members would be held unreasonable and void. For violations of the bill or for refusal or unreasonable delay in admitting applicants to full membership, for refusal to trade or deal with a member on an equal basis with all other members, or for the adoption of rules, regulations, etc., intended to evade or violate the provisions of the bill a grain exchange (or public market) would become subject to prosecution under the antitrust laws and further trading operations by it would be declared unlawful.

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Experience is a wonderful asset. The Ellis Drier Company, has had 23 years experience in drying all classes of material including grain, rice, cotton-seed, meal, hominy, grits, etc. If you have a drying problem our experience may be of help to you. Your correspondence is solicited.

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DRIVE

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Supreme Court Decisions

Assignee of B/L Can Require Note.—The assignment of a B/L to a bank advancing money to the shipper with which to fill the consignee's order, carried with it the control of the goods, with the right to stipulate for a note before delivery of the bill to the consignee.—*State Bank of Avon v. Luff*. Supreme Court of Pennsylvania. 112 Atl. 452.

Warehousemen.—A receipt, issued by warehouseman, stating the amount of quantity of goods received and also the conditions under which the same are to be stored, is more than a mere receipt, and is in fact a contract fixing the rights of the parties, and parol evidence is inadmissible to vary its terms in absence of fraud or mistake.—*Kahn v. Cole*. Court of Civil Appeals of Texas. 227 S. W. 556.

Delivery without Surrender of B/L.—Delivery of a shipment to the holder of an order B/L does not, under the Bills of Lading Act (Comp. St. §§ 8604aaa-8604w), exonerate the carrier where it fails to require surrender of the B/L as provided therein, if loss results to the shipper or subsequent purchaser from such failure; but where the loss suffered is not the result of the failure to take up the bill, the mere failure to take it up does not defeat the exoneration.—*Pere Marquette Ry. Co. v. J. F. French & Co.* Supreme Court of the United States. 41 Sup. Ct. rep. 195.

Liability for Misrouting.—Where the deviation from the designated route prevented the shipper from diverting the shipment to a more favorable market, as he had intended to do, but the carrier had no knowledge of such intention, the loss of the more favorable market cannot be deemed to have been within the contemplation of the parties, as a consequence which might result from misrouting, and the carrier is not liable therefor.—*M., St. P. & S. S. M. Ry. Co. v. Reeves*. Supreme Court of Minnesota. 181 N. W. 335.

Illegal Limitation of Carrier's Liability.—Where the shipper stated to the carrier's agent the contents of the boxes, which under the filed tariffs required a high rate with no limitation of liability, but the carrier's agent without shipper's knowledge or consent described the goods in the B/L so as to take a lower rate with limitation of the carrier's liability, the B/L was forbidden by law, and does not estop the shipper from recovering the full value of his goods after they were lost in shipment any more than it estops the carrier from collecting the correct rate.—*Old Dominion S. S. Co. v. Blakeman*. Supreme Court of Appeals of Virginia. 105 S. E. 752.

Carrier's Liability for Unloading at Point Where No Agent.—Notwithstanding a B/L stipulates that property destined to be taken from a station, wharf or landing at which there is no regularly appointed agent shall be entirely at the risk of the owner after unloading from cars or vessels, the carrier will not be relieved thereby from his gross negligence in unloading in the mud and rain at an unreasonable hour of the night goods consigned to such point, when the consignee is not present or could not reasonably be expected to be present, and when it is manifest that such goods because of their character will be certainly destroyed or rendered useless by the elements.—*Annese v. Baltimore & Ohio R. Co.* Supreme Court of Appeals of West Virginia. 105 S. E. 807.

Claims for Damage an Offset in Suit to Collect Freight.—Where a shipper, having a large volume of business and many claims pending against a railway company for overcharges and for a loss and damage to shipments, made an arrangement under which the railway company extended credit on account of freight charges for amounts in proportion to the claims pending, the accounts between the parties were mutual within Thomp. Shan. Code, § 4475, and limitations did not run until the date of the last item, even though the agreement was illegal under Act Cong. Feb. 19, 1903, § 1, as amended by Act June 29, 1906, § 2 (U. S. Comp. St. § 8597). In an action for freight charges, the shipper is not precluded from offsetting claims against plaintiff for overcharges and for loss and damage to shipments by the possibility that

the parties might evade the Interstate Commerce Act by a collusive settlement of the offset.—*Nashville, C. & St. L. Ry. Co. v. Tennessee Mill Co.* Supreme Court of Tennessee. 227 S. W. 443.

Carrier to Pay Freight Due to Misrouting.—Where the shipper gave proper directions for the shipment of the goods, but the shipment miscarried as a result of the initial carrier's negligence, the initial carrier in that respect was the agent of the terminal carrier, and the shipper is not liable to the latter for the freight charges from the erroneous to the true destination, and can recover from the terminal carrier in detinue for the wrongful detention of the goods. The liability of the initial carrier for negligence in respect to carrying the goods was distinct from the liability of the terminal carrier for wrongful detention of the goods, so that the shipper's settlement with the initial carrier did not relieve the terminal carrier's liability.—*Louisville & Nashville R. Co. v. James*. Supreme Court of Alabama. 86 South. 906.

Warehouseman's Liability for Fire.—In action against warehouseman for loss of plaintiff's property in destruction of warehouse by fire, plaintiff is required to prove defendant's negligence, but in so doing is not required to show affirmatively what would constitute ordinary care on the part of the warehouseman in the operation and management of its warehouse, such question being a matter of defense, and, in the absence of a showing in relation thereto, it is within the province of the jury to determine from all the evidence whether the warehouseman conducted its business with the care and caution which would be required of a reasonably prudent person conducting such business. Where an employer hires a habitual drunkard as a warehouseman knowing him to be a habitual drunkard, and where an ordinarily prudent person would not have hired such employee as a warehouseman, employer is liable for damage proximately caused by the employee's drunken negligence.—*Runkle v. Southern Pacific Milling Co.* Supreme Court of California. 195 Pac. 398.

Failure to Take Delivery Cancels Contract.

A farmer, Schwertley, made an oral contract Dec. 30, 1916, to deliver 2,000 bus. corn at 83 cents to W. M. Sharpnack at Modale, Ia., receiving \$100 in advance.

June 4, 1917, Sharpnack demanded delivery, but was refused.

Suit was brot to recover \$1,440 damages for failure to deliver. In defense defendant alleged the contract was for immediate delivery and that it was agreed that plaintiff should shell the corn in a very few days, which he neglected to do, and refused to accept 500 bus. of ear corn. He offered then to return the \$100, but plaintiff refused to accept it.

Plaintiff's evidence that he was tied up by shortage of cars was rejected by the court in the absence of an agreement that delivery was to be contingent upon plaintiff's ability to obtain cars for shipment from his elevator.

The court said, in a decision by the Supreme Court of Iowa, Feb. 9, 1921: It would be radically unjust, in the absence of a clearly expressed or clearly proven agreement that defendant should be compelled to hold the corn for five months for the benefit of plaintiff while the market value of the grain soared from 83 cents to \$1.55 and penalize him for this margin of nearly \$1,500 for not making or offering to make a delivery which plaintiff admits he would have been unable to accept had it been made. Under the contract as claimed by the defendant and as his testimony tends to show it to be, the duty to make the next move was on the plaintiff, who had undertaken to have the corn shelled. That he, defendant, so understood the agreement at the outset and at a time before the rising market offered any inducement to recant his bargain is shown by the admitted fact that about the middle of January he sent to his banker, with whom the purchase price was to be deposited, for a remittance of the fund in whole or in part. The case presented turns upon disputed questions of fact rather than of law, and those questions have been determined by the jury adversely to the plaintiff. We find no reversible error in the record, and the judgment of the district court is affirmed.—181 N. W. Rep. 249.

Damages on Sale by Sample Based on Actual Value.

D. H. McGuire bot a car of 1,438 bus. of corn at \$1.40 a bushel from C. C. Chambers & Co., at St. Paul, Minn., June 13, 1918, for shipment to Stanton, Wis.

On arrival McGuire found the corn to be inferior to the sample he had bot by, and notified defendant that he would ship the corn back, but defendant, Chambers, asked him not to do so. McGuire brot suit for breach of warranty and recovered \$765 damages.

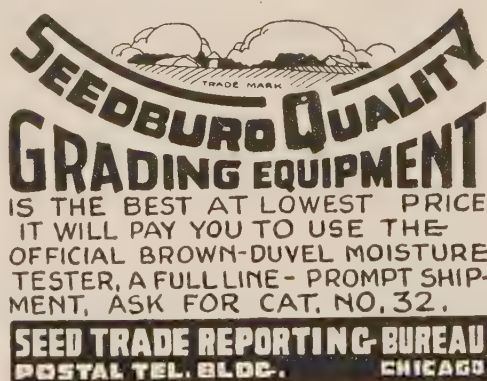
The lower court instructed the jury that plaintiff's measure of damages was the difference between "the contract price" and "the fair market value of the corn that was delivered."

The Supreme Court of Minnesota on Jan. 14, 1921, in affirming the judgment, said: This was wrong. This being an action for breach of warranty of quality, the measure of damages was the difference between the actual value of the corn and its value if as warranted. *Merrick v. Wiltse*, 37 Minn. 41, 33 N. W. 3; *Skoog v. Mayer Bros. Co.*, 122 Minn. 209, 142 N. W. 193. The contract price is immaterial. This error was, however, without prejudice, since plaintiff's testimony was that corn equal to sample was worth \$1.40, that is, that the contract price and the actual value were the same, and defendant's witnesses did not dispute this.

The most troublesome question is whether there is sufficient evidence to sustain a verdict for the amount found by the jury. The verdict amounts to 53 cents per bushel of corn delivered. The jury must, therefore, have found that the corn delivered did not exceed in value 87 cents per bushel.

As described by one witness, sample grade "can be anything, bin burnt, musty, sour, sprouted, rotten; may be just beyond the requirements of No. 6 grade, and be otherwise good corn—may be a big range. It simply means it is outside of that grade and can be anything outside of that," and that "what one car of sample grade would sell for, that wouldn't be any criterion as to the value of another car of sample."

An assistant secretary of the Chamber of Commerce, who showed no familiarity with



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MINNEAPOLIS, MINN.

References: Any bank, mercantile agency, commis-
sion firm or the editor of this publication.

values, but knew only what his records contained, testified that his records show, on June 14, 1918, "part car sample grade mixed corn, reported sold at 86 cents."—McGuire V. Chambers. 180 N. W. Rep. 1013.

Supply Trade

AUSTIN, TEX.—On Mch. 21 Gov. Neff signed the "pure advertising bill" forbidding misleading statements in advertising.

INDEPENDENCE, Mo.—Building materials are really down in price, labor very reasonable, the time to build has certainly arrived.—Edison Kipp, Monolith Builders, Inc.

NEW YORK, N. Y.—The B. F. Goodrich Co. has registered the word "Akron" written in capitals as its trademark No. 137,465 for use on belting and hose made of fabric and rubber.

CLEVELAND, O.—The Dust Recovering & Conveying Co. has registered the word "Dracco" as its trade mark No. 140,828 for use on pneumatic conveying and dust collecting machinery.

CHICAGO, ILL.—The Chicago Belting Co. has registered a circular design containing the picture of a pair of wings thru a roll of belting and the words "White Strip, C. B. Co.," as its trademark No. 138,942 for use on leather belting.

LUMBER RATES to the east from California, Oregon and Washington will be equal in the future, according to G. W. Luce, freight traffic manager of the So. Pacific. Heretofore rates to Chicago have been higher on lumber from California than on lumber from Oregon and Washington.

THE vice-pres. of a prominent company one of America's largest advertisers said recently: "If we should discontinue our advertising appropriation for one year, it would take at least 25% more money the following year to make up for the loss due to the absence of the twelve months."

WILL STEEL come down? The Mar. 1 average price of 8 of the principal iron and steel products is stated by the National City Bank to be \$61.72 per ton, against a high last year of \$85.03, but the current quotation is still 70 per cent above the average of August, 1913. Steel is so important a factor in many industries that the announcement of a drastic cut in the price of this metal would clear the atmosphere for a revival of business just as the thunderstroke releases the fructifying rain-storm of spring.

THE everyday American is for the open shop and against the closed shop. It is a question of American citizenship. The closed shop will not permit a non-union man to work in it. If he tries to work there he is terrorized by his fellow-workmen and driven out. The Constitution of our country guarantees to every citizen the right to work where he chooses. The closed shop, which denies this right and enforces that denial by private and unlawful terrorism, is un-American to the last degree. On the other hand, the open shop is supposed to be free and open to any man whether he be union or non-union. This is called the American Plan.—Dr. Charles Aubrey Eaton.

ARGENTINE wheat sales unless otherwise specified are net to the buyer with no surtax at present, the quality is understood f.a.q. and prices include the regular tax according to a Mar. 10 Argentine cable message.

THE ARGENTINE GOVERNMENT announced on Mar. 23 that no export tax would be charged on export grain when proof was furnished by exporters that the grain being exported had been purchased at a price not lower than the minimum prices fixed and announced weekly by the Argentine Treasury Department.

Grain Trade News.

[Continued from page 517]

Marshfield, Wis.—Louis Salter and Emil Hahn have bot the interests of Chas. Sparr, pres. and mgr. of the Sparr Cereal Co. He is retiring n account of ill health.

Atwood (Owen p. o.), Wis.—I am now mgr. for the Green Grove Farmers Produce Co. here, having severed my connection with the Kimmel Grain Co. of Altura, Minn.—Eph. Ohmen.

Tiffany, Wis.—The Tiffany Merc. Co. has been incorporated for \$60,000 by H. R. and P. H. Ratzlow and H. L. Cox to buy and sell grain, feed, flour, groceries and other merchandise.

Madison, Wis.—Action on the Stollowski resolution (known as Joint Res. 18), providing for state owned and operated warehouses, storage plants, and elvtrs., has been indefinitely postponed.

Neillsville, Wis.—Neillsville Produce Co. incorporated to engage in the grain, produce and hay business. Capital stock is \$10,000 and incorporators F. J. Zickert, S. R. Reese and L. G. Schoenherr.

Antigo, Wis.—The Langlade Farmers Co-op. Co. has bot the property of the Gt. Nor. Mfg. Co., formerly owned by the Citizens Brewing Co., and will remodel the buildings for use as an elvtr., mill, warehouses, etc. The company will take possession May 1.

Madison, Wis.—The Edwards Bill to divide taxes on grain in elvtrs. between the state, county and city, was passed in the state assembly Mar. 16 after Assemblyman Polakowski, Milwaukee, failed, 61 to 25, to have it killed. The bill gives the state 10% of the taxes collected on the grain, the county 20%, and the city 70%. At present the city takes all. The bill affects Milwaukee and Superior in particular. Mr. Polakowski asserted it would take \$600,000 from the Milwaukee city treasury, but when Mr. Edwards challenged the figures, reduced the estimate to \$60,000.

MILWAUKEE LETTER.

Floyd W. Shephard and Hugh E. Hughes have been admitted to membership in the Chamber of Commerce.

W. C. Nicholson has been admitted to membership in the Chamber of Commerce and the memberships of H. S. Culver and Herbt. J. Meyers have been posted for transfer.

Andrew L. Johnstone has bot the interest of Andrew R. Templeton in the Johnstone-Templeton Co. Mr. Templeton has been a member of the firm for 20 years or more and he is of the opinion that it is high time for him to take a vacation and rest. Mr. Johnstone will continue the business.

The annual caucus for the nomination of officers for the Chamber of Commerce was held Mar. 19 and the following were named: For pres., H. H. Peterson; 1st vice-pres., A. R. Taylor; 2d vice-pres., A. R. Templeton; sec'y-treas., H. A. Plumb; board of directors, A. L. Flanagan, J. V. Lauer, Wm. E. Schroeder, Walter Holstein, John W. Jouno, J. H. Manning, Wm. Eiteneier, L. L. Runkel, L. R. Fyfe; board of arbitration, A. L. Jacobs, M. G. Rankin, Jr., E. S. Terry; board of appeals, J. J. Crandall, E. H. Dadmun, P. C. Kamm, S. G. Courteen, H. W. Ladish, P. P. Donahue, A. E. Bush, J. J. Murphy, Matt Kleser, Wm. Young, Jr., and A. J. Riebs. The primary election will be held Mar. 26 and the annual election Apr. 4.

The Donahue-Stratton Co., operators of Elvtr. "A" at the time of the disastrous fire, Jan. 25, after careful deliberation have leased the Rialto Elvtr. owned by the Northwestern Ry. Co. The house has a capacity of 1,600,000 bus. For a time the company considered a move westward but later decided to stay here. H. M. Stratton made the following statement a few days before the lease of the Rialto was signed: "The grain business is keenly competitive and handled on small profits, and with the surplus grain producing territory gradually working westward, the Milwaukee grain market is struggling against odds. We are considering other locations because it is evident many of our legislators appear to think there is no limit to the special burdens which business can stand."

WYOMING

Riverton, Wyo.—The Riverton Hide, Wool & Fur Co. will handle grain in addition to the above and will build a 15,000-bu. ironclad elvtr. which will be operated by electricity and equipped with up-to-date machinery including a cleaner and hopper scales. The Jones-Hettelsater Const. Co. has drawn the plans and work will be started at once.

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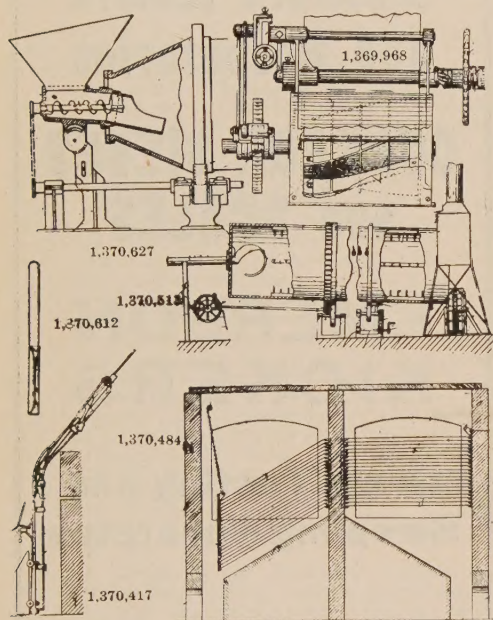
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Patents Granted

1,370,513. Apparatus for Drying Hay, Grain and the Like. James G. Boswell, Paradis, La. In this drier a drum is arranged for rotation. A pipe which discharges within the drum passes in thru one end. Around the air inlet is arranged a curved section which forces the material to be dried thru the apparatus. An outlet means is provided for the air and the material dried.

1,370,417. Conveyor. Charles David, Blair, Neb. This wheeled conveyor operates on a three-section track. A drum attached to a cable moving over guide pulleys under the track pushes the conveyor along. When the conveyor moves to discharge position it is



dumped by a mechanism provided and is then automatically returned to the starting position.

1,370,484. Dust Collecting Device. Kenneth Bingham Quinan, Somerset, West Cape Province, South Africa. A dust chamber provided with an inlet and exhaust opening encloses this device. In the center of the chamber is a support for a double system of dust collecting trays. Each tray is attached to the support by a pivot and a means is provided for moving the trays.

1,369,968. Feed Regulator. Emil Draver, Richmond, Ind. This regulator is contained within a casing at the top of which is an inlet passage. A drum rotates in the casing and has outstanding pockets which extend the length of the drum and vertical partitions extend around the drum. The casing is shaped like the drum and is provided with a delivery passage at the bottom.

1,370,612. Car Seal. Frank W. Suydam, Brooklyn, N. Y., assignor to the Metal-I Mfg. Co., New York, N. Y. This device is contained within a casing. The free end of a tongue extending from the casing has numerous small openings. A locking device contained within the casing has a number of extending fingers. The device is built so that the extending fingers mesh in with the small openings.

1,370,627. Feed Device for Sulfur Burners. Fred B. Chappell, Glens Falls, N. Y., assignor of one-half to the Glens Falls Machinery Co., Glens Falls, N. Y. This feeder, which should handle grain or feed as well as sulfur, is regulated by a revolving spiral at the bottom of a hopper. A shaft and pulley connection to power revolves the spiral. At the end of the spiral is discharge spout thru which material is regularly discharged.

ARGENTINE weather remains favorable and wheat is arriving at points of export in large volume according to recent cable report.

Farmer Calls Com'ite of Seventeen Plan Not Workable.

Chas. Kenning, pres. of the Minnesota Farmers Grain Dealers Ass'n, has studied the plan of the American Farm Bureau's Marketing Com'ite of Seventeen, section by section, and says:

Having carefully studied these questions with an outlook for a better marketing system and kept in close touch with co-operative marketing for a great many years, I am unable to recommend any system that will bring to grower more real money for his crops and be safe and practically no risk upon his part than the markets we now have, and believe it unsafe to venture into any theoretical or experimental marketing problems to any extent.

We hear much about the successful marketing system now in practice by the fruit growers. Upon careful investigation so far I do not find it as rosy as pictured. It is true that they are receiving a higher price for fruit sold, but it is also true that when entire crop is taken into consideration they are getting less as only a small part of crop is really marketed. The balance of the crop is allowed to rot on the ground and trees, over-production and high freight rates to consuming centers making shipment of all but best grades prohibitive.

To establish a national sales agency would require a large and expensive force of officials and clerical help, together with places of doing business in all the different business markets. This alone would require a large amount of money and judging by the management of public affairs of this nature in the past few years, require more than double the amount required under personal interests management and as shown of late give room for graft and dishonesty.

There are to be two contracts, one from elevators to sales agency and one from grain producer to local elevator. As the sales agency has no recognized capital, it would not be a responsible organization and as no consideration or penalty for the fulfillment of contract is provided for it would be only mutual and not enforceable. We only too often experience this with our patrons now even in some cases when we have made partial payment. Past experience says not reliable.

There would be no country elevators that could finance themselves in a project of this kind, as there are but few now able to finance themselves when they are shipping and selling as regularly as facilities and opportunities will permit. Should they attempt to hold for pooling they would soon have to close up and the result would be in favor of line houses and independents. We must not overlook the fact that the larger proportion of the surplus grain raisers today are renters and will mostly all sell, as they have no other income and need the money; while the producer that owns his farms is a more diversified farmer and likely feeds his grain upon the farm, and I have also invariably found him a hard man to get much money from to boost enterprises of this kind, which at its best must be classed as a speculation pure and simple.

Unless the committee has found some way by which they can market our products at a smaller handling charge than it costs the shippers now, the whole problem will fall of itself. I have given this matter a careful study for years. I have attended meetings and hearings both state and national where those problems

were discussed but so far no one has been able to devise a less expensive system.

Summing up the question as a whole, am sorry to have to say that to undertake this at the present time would meet with disaster and be one of the hardest blows ever given the co-operative movement.

Insurance Notes.

FRANK KELL of Wichita Falls, Tex., has been appointed receiver for the Wichita Great Western Underwriters Insurance Co.

INSURANCE ADJUSTMENTS on account of fire losses in 1920 amounted to \$330,853,925 or 23½% of the value of new buildings erected in 1920 according to Bradstreets. Adjustments for the 10 year period ending 1919 amount to 26½% of the value of new buildings erected during that period. This means that an equivalent of the buildings constructed in one year burn in four years.

CHARLES RIDGWAY, Kansas City, Mo., sec'y of the Western Millers Mutual Fire Insurance Co., and a senator in the Missouri legislature is recovering rapidly from injuries received in an automobile accident at Topeka, Kans., on Mar. 3. Mr. Ridgway's injuries which consisted of a number of fractured ribs have been very painful and he has been under the constant care of a physician.

CHICAGO, ILL.—Geo. J. Kuebler, who a few years ago canvassed the grain elevator owners with a view to forming an interinsurers exchange, fell out of a window in his office, 10 stories to the ground and was instantly killed Mar. 18. He was alone at the time, 5 p. m., and the sill of the window was low. Near the window was a clothes tree on which were his hat and coat, and it is supposed he reached for his coat and stumbled over the ledge.

Books Received

WHAT'S THE MATTER WITH FIRE INSURANCE? is the title of an interesting recital of personal observations during 35 years in the insurance business bearing on state insurance, mutual v. stock, accumulation of surplus, the Chamber of Commerce of the United States, the "taint of communism" unrest, legislation, rate regulation laws as a step toward government control, objections to the Virginia Inspection and Rating Bureau rule that no portion of the premium may be rebated to the policyholder. The 106 pages of this volume are well worth reading by anyone interested in insurance. By C. A. McCotter, Board of Trade Bldg., Indianapolis, Ind.

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much needed protection to the owners of valuable horses, bulls and cows, individually owned or the property of associations. These policies are virtually straight life insurance policies on animals, paying the loss of the owner for death of animals from any cause anywhere in the United States.

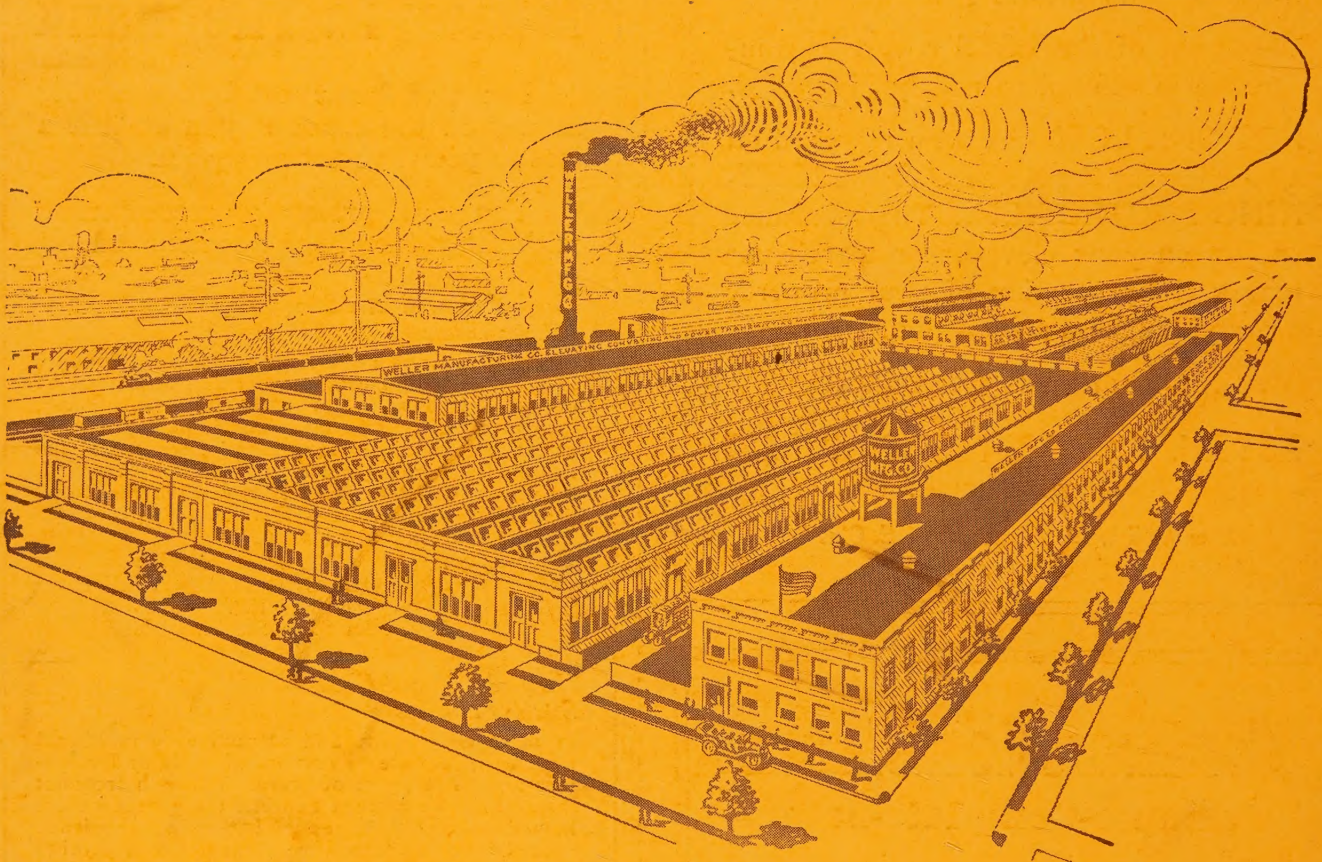
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